

**THE RAILWAY GAZETTE**  
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## TO CALLERS AND TELEPHONERS

Until further notice our office hours are: Mondays to Fridays 9.30 a.m. till 5.30 p.m.

The office is closed on Saturdays

## ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

## ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

## A U.S. Loan for Great Britain

ON Friday last it was announced that the Anglo-American Loan Agreement had been signed in Washington, and that Great Britain would receive a loan of £1,000,000,000; repayments will be spread over 50 years, beginning on December 31, 1951. The interest rate is to be 2 per cent. which, over the entire period, including the five years which are to elapse before payments begin, works out at 1.62 per cent. There is a waiver clause under which interest may be cancelled in any year in which the British Government is unable to pay. The loan is tied to the International Monetary Fund which would be established under the Bretton Woods plan, and which is by no means universally favoured in this country. Indeed, the Prime Minister's statement met with criticism almost immediately in the House of Commons, both on the proposed commitment to the Bretton Woods scheme and because he said that Great Britain had agreed to abolish the sterling area dollar pool, and was ready to agree to contract the system of preferences within the Empire, provided there was adequate compensation in the form of improved trade. The loan agreement was announced shortly after the close of the debate on the Opposition's censure motion, which, although it was lost by 381 to 197 votes, was marked by strong criticism of the Government's policy on the grounds that it was neglecting the more urgent tasks of reconversion for the sake of furthering an ideological policy.

## Railway Passenger Travel

The reason for the inability of the railway companies to provide the type of passenger train service they desire are stated very concisely in an answer given by the Minister of War Transport in the House of Commons on December 6, in reply to a question by Mr. A. C. M. Spearman, the Conservative member for Scarborough & Whitby. This was as follows:—"The railway companies estimate the present volume of passenger traffic on the main-line railways, measured in passenger miles, as being about 70 per cent. greater than in 1938. Passenger-train mileage is about 24 per cent. less than in 1938. Passenger-train mileage cannot be increased to prewar level while the present shortage of trained railway staff, rolling stock and locomotive coal persists. The hon. Member may, however, be assured that steady progress will be made in the improvement of passenger services."

## Some Problems of the Engineering Industries

From time to time we have dealt in these columns with the difficulties to which the engineering industries are subject, by reason of the Government policy of mobilisation and demobilisation, and also because of the lack of specific guidance from the Government as to its future plans. Lord Davidson, President of the Engineering Industries Association, recently gave an interview to *The Financial Times*, in the course of which he enumerated some urgent requirements of all engineering, and particularly the medium and smaller, firms. He placed foremost the power to get workers back from the Forces, and to retain their present skilled workers until this was done. Secondly, he stressed the need for positive encouragement to produce rather than negative instructions as to what firms should not do. He asked for information as to how to get plant and finance, and as to when E.P.T. credits would be available. Lord Davidson said he would like to see a thorough overhaul of all controls to see where they restricted production and a much quicker release of Government stocks and materials, together with the release of requisitioned factories now used for storage. The speedy settlement of Government contracts, and the rapid removal from private premises of Government-owned materials, stores and machinery was also necessary. Lastly he emphasised the necessity for a positive indication that the Government intended to bring down national expenditure to a reasonable level, and to reduce taxation to help efficient production.

## Nationalisation Principles

When Mr. E. S. Shrapnell-Smith delivered the first Henry Spurr Memorial Lecture to the Institute of Transport on Tuesday, he took as his subject "Five Decades of Commercial Road Transport with Inferences about its Future," but it was inevitable that he should touch on wider issues. He thought that nationalisation of transport, at the outset might not proceed beyond that of railways and the co-ordination of passenger services, in addition to long-distance road haulage. He thought, too, that it might be taken for granted that the Government's attitude, apart from the fundamental transfer of ownership to the State, accorded with four main principles. These were:

that the financial stability of the railways was of primary national importance; that regulations and taxation affecting goods road transport must be approved with due regard to the first principle but equally to the national interest; that voluntary steps to consolidate road-transport interests must be hastened by direction, and that an early limit must be set to voluntary efforts to co-ordinate alternative means of, and facilities for, inland transport. Mr. Shrapnell-Smith advanced the view that for some years the choice had been between an Exchequer subsidy for the railways or some steps to unify inland transport. He did not note the point, which seems pertinent, that far from the railways requiring an Exchequer subsidy, under the terms of the Railway Control Agreement, they are contributing many millions a year to the Exchequer. If, because their charges have been pegged artificially while their costs have been allowed to rise, that position is unlikely to continue, it is hardly an argument for their nationalisation. Unless the taxpayer is to make good the difference, railway charges will have to be adjusted in any event, or alternatively traffic forcibly diverted from other forms of transport to give the railways something approaching their wartime load.

#### From War to Peace Production in U.S.A.

On November 3, by an Executive Order issued from the White House, the United States War Production Board came to an end. The control exercised by the W.P.B. has affected the railways chiefly by reason of the limitation placed on railway consumption of materials, iron and steel in particular. As a result, the construction of new passenger rolling stock, other than Army vehicles, was suspended completely from 1942 to 1944 inclusive, and was not resumed until after the defeat of Germany, locomotive building and materials for track renewal were also severely restricted. The War Production Board has been replaced by the Civilian Production Administration. Among the functions of the C.P.A. will be to expand the production of materials in short supply, and to limit the use of others, such as rubber, forest products, tin, and lead, which are likely to remain scarce for some time to come; to restrict any accumulation of materials by hoarding or speculation which would unbalance distribution; to grant priorities where necessary to eliminate bottlenecks; and, in general, it is claimed, to prepare for full production and full employment under a system of free enterprise. All operations connected with the reconversion of American industry from war to peace production will be under C.P.A. supervision, including the facilitation of imports and exports, and international supply matters in general.

#### Root Causes of Landslides

Elsewhere in this issue is a description of the tunnelling methods developed on the Southern Pacific Railroad to collect and dispose of sub-surface water in the control of landslides or slips. Such slides vary considerably; some move slowly and fairly constantly, others move so suddenly as to resemble avalanches. A third type moves intermittently at long intervals. Certain types of slides are accompanied by an upheaval of the material involved; others have a tendency to sink. Some slips appear to be perfectly dry, but, whatever form the movement may take, practically all are due to excessive water above or underground. Water causes many materials to lose their cohesive strength and at the same time increases greatly the weight of the material carrying it, thus overloading the supporting material. It is as a lubricating agent between laminations of material that water is often most dangerous and deceptive, causing complete instability in those materials, which may be stable enough when dry. If water is allowed to collect in pockets, its head tends to force it through otherwise impermeable material. It is obvious, therefore, that water causes instability in a variety of ways, each of which has to be dealt with on its merits.

#### Power-Operated Hand Tools on the L.N.E.R.

The enforced curtailment of repair work on the railways, especially on station buildings and bridge structures, during six years of wartime conditions has left a legacy in deferred maintenance. Added to the accumulation of arrears of work is the continuing paucity of manpower. Therefore, means of countering the shortage of manpower, which from all indications is likely to remain for some time, have had to be considered. On December 4, Mr. J. C. L. Train, Chief Engineer, L.N.E.R., opened at Kings Cross a display of 50 modern power-operated hand tools now procurable which demonstrates to what extent such tools can be used to expedite maintenance work. The tools include a

complete oxy-acetylene flame-cleaning equipment for cleaning steelwork preparatory to repainting, a lead burning and welding outfit, portable power-driven drills, screwdrivers, saws, planes, and so on, and are intended primarily for use in the engineering workshops throughout the system, but a number can be taken from the shops to site work when required. The object of displaying and demonstrating the tools is to bring to the notice of the supervisory workshop staff in the Chief Engineer's Department throughout the system the advantages which can be obtained from the appropriate use of the appliances and encourage the supervisors to adopt the new methods of production. Mr. Train is to be congratulated on the original method of approach he has adopted to stimulate the interest of his staff in the solution of what must have become an urgent problem.

#### A Census of European Rolling Stock

At the meetings of the European Inland Transport Organisation held earlier this month in Brussels, and presided over by Mr. E. R. Hondelink, the Director General, it was decided that a census should be taken of rolling stock in the various European countries. One of the difficulties with which the Organisation has been faced in providing for better transport facilities has been the lack of rolling stock and to improve that condition a prerequisite has been to ascertain the numbers and condition of rolling stock of all kinds. It has been decided, therefore, that on February 24 the countries which are party to the Organisation will take a census of locomotives; on March 10 of passenger stock; and on March 17 of wagons. In each case the census will be taken as at noon on the specified day. Of the various European countries, Sweden and Switzerland will confine their census to stock of foreign origin, as their customary records of indigenous stock are in good order. Spain and Portugal are excluded because of their difference in gauge. At the recent meetings, Rumania, Bulgaria, and Hungary were not directly represented, although the first-named had an observer present, and a representative of Russia was at the meetings.

#### A Combination of Circumstances

The accident at Haywards Heath, on September 2, 1945, was due in part to an unfortunate combination of circumstances. As will be seen from our summary of Colonel A. C. Trench's report elsewhere in this issue, single-line working was in operation south of the station and to enable the train—a special empty coach train to Newhaven—to be put over to the up line there, it was necessary that it should be received in the down siding, reached from the down local line through a crossover subject to a speed limit of 15 m.p.h. The train had to traverse crossover connections at Copyhold Junction, controlled from Haywards Heath, where the speed limit was 40 m.p.h. The junction signal was sighted at red, after the signal in rear had been passed at yellow, and was approach cleared to yellow, in accordance with Southern Railway practice; the following local line home, and indeed all other down-line running signals at the station, were at red. The small siding inlet signal in due course was seen at green and the driver appears to have misread this, increased speed, and taken the crossover at a dangerous speed—some thought 50 m.p.h.—and running along the siding dashed through the buffer stops and struck the wall of the short tunnel below the station. Both engines were killed. Beyond the front two coaches the train itself suffered remarkably little damage, a testimony, says Colonel Trench, to the value of the Buckeye coupling.

#### A Question of Signals and Notices

The primary cause of the accident was the mistake made by the driver after passing the junction, where he had acted in accordance with the signal aspects. Although the siding inlet signal is small and of reduced intensity, he seems to have read it as an ordinary running signal. It was strange, however, that he did not have his attention attracted by the violent lurch when he took the crossover, while if he really thought all the time that he was on the local line it is equally strange that the powerful red light of the starting signal did not cause him to stop. He may, as Colonel Trench points out, have struck his head against the cab when the lurch occurred and been temporarily dazed. It is clear that he knew nothing about the single-line working. He had not taken a copy of the weekly notice, neither had the guard seen it when booking on duty. Both men had the special train timing notice, but by great misfortune the clerk who prepared it had omitted to embody therein the single-line working details. The guard saw the junction signals but not the home and siding inlet signals—his van was still blacked out—so that altogether it was a series of oversights. Although not criticising the type of signal used for the movement,



Colonel Trench recommends that the proceed indication be approach controlled at short range, and stresses the need for returning as soon as possible to pre-war practice in printing and issuing notices affecting the movements of trains.

### S.R. "Merchant Navy" Class Locomotives

A notable and authoritative paper is to be presented today at the Institution of Mechanical Engineers. The title is "Some Notes on the 'Merchant Navy' Locomotives of the Southern Railway," and the author is their designer, Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Railway. The paper gives many details of design and construction hitherto kept secret. Largely because of loading gauge, length, and weight restrictions, Mr. Bulleid was compelled to avoid an excessively heavy boiler for the high steam demand expected; he did this by adopting a pressure of 280 lb. per sq. in. and thus establishing a new record for British practice. An all-welded steel firebox also enabled weight to be reduced, and steam production was increased further by the provision of thermal syphons. Mr. Bulleid took the unusual course of securing the co-operation of a private firm (the North British Locomotive Co. Ltd.) in the building of the first boilers embodying these innovations; subsequently similar boilers were built at Eastleigh. The totally-enclosed valve gear is perhaps the most ingenious feature of the locomotive; we are now able to study the valve events in the light of the very full detail given. The "B.F.B." wheel centres, and the clasp brakes, novel cab details, and arrangement of tender are also described, together with other features which have commanded the attention of locomotive engineers throughout the world and have placed the Southern Railway in a leading position in steam locomotive design.

### Effect of Overheating of Journals

The *Revue Générale des Chemins de fer* for March and April of this year contains an informative article by the late Monsieur Galibourg, formerly in charge of the experimental and testing laboratories of the S.N.C.F., giving the results of a thorough investigation into the effects of overheating on axle journals, illustrated by a number of micro-photographs. The defects so produced are quite distinct from others brought about by other treatment in service, unusual or otherwise, and may bring about an ultimate failure of an axle in a manner peculiar to themselves. When a journal goes dry and continues running so as to reach a high temperature—800° C. and over—fissures commence to develop in planes at right angles to the centre line of the axle, beginning at the surface and penetrating rapidly to the interior, branching out at the same time in secondary directions, until in bad cases they reach so far as to cause the journal to break off. When the heating is arrested in time and the axle later reconditioned, such cracks may not necessarily be seen and when it is once more in service the mischief recommences. The article contains a number of illustrations of journals damaged by overheating and recooling, in varying circumstances, and gives detailed results of a number of cases specially investigated by the author, who concludes that when an axle fails it is always possible to say definitely whether overheating at any time has occurred or not.

### German Condenser Locomotive in France

The Northern region of the French National Railways is making regular use of one of the fifteen 2-10-0 Henschel condenser type freight locomotives brought into France by the Germans. The engine was left behind by the enemy when they retreated, as it had become derailed. It is regularly hauling loads of 1,250 tonnes. Although its equipment is necessarily somewhat complicated, it is not found to offer any particular difficulty in service, and the water consumption is about a tenth of that of an ordinary type locomotive performing the same work. In operation the usual conspicuous white cloud is absent, thus rendering a train less noticeable from the air. This fact is one reason for the considerable use made of the design by the Germans during the war. The engine appears, from the great care with which everything was boxed in and thermally insulated, to have been primarily intended for service in Russia. The locomotive is of the simple expansion 2-cylinder type with Walschaerts gear. The draught is obtained from a turbo-extractor worked by the exhaust steam, which is led through an oil separator to the condenser in the tender. Condensation takes place in a series of coolers with air circulation produced by fans, driven by the exhaust steam. The engine is coal fired, but the same design has been used elsewhere with oil firing. Runs up to about 600 km. (373 miles) are possible without taking water, except for the separate supply in the tender, at starting, of 2,970 gal.

### Northern Ireland Road Transport

THE accounts for the year ended September 30, 1945, of the Northern Ireland Road Transport Board show that gross receipts from traffic, compared with the previous year, have diminished by 7.04 per cent. and gross expenditure has fallen by 5.84 per cent. The actual figures for the past year were—gross receipts £2,800,325, expenditure £2,476,022, and the net revenue carried to appropriation account amounted to £331,068 against £387,834 for the previous year. The balances of revenue accounts for previous years have been as under:—

|              | £       |              | £       |
|--------------|---------|--------------|---------|
| 1936 ... Dr. | 71,583  | 1940 ... Cr. | 65,986  |
| 1937 ... Dr. | 117,569 | 1941 ... Cr. | 288,422 |
| 1938 ... Dr. | 125,971 | 1942 ... Cr. | 260,061 |
| 1939 ... Dr. | 8,506   | 1943 ... Cr. | 373,537 |

The debit balance of the appropriation account now stands at £288,563. During the period of the war, the Board's normal vehicle replacement programme was suspended. The only type of bus available was of a utility design—a standard machine turned out in the interest of National economy to meet the needs of bus companies. The Board purchased 175 machines of this type. It is stated that the supply position is exceedingly difficult, and although the Board has made suitable representations, there is no likelihood of such immediate improvement as will enable the Board to provide those services which it is most anxious to place at the disposal of the public.

The Board states that it deplores the occurrence of a number of unofficial strikes, resulting in a number of employees withdrawing their services and bringing about a stoppage of work. The serious inconvenience caused to the public by a stoppage of its services is very fully appreciated by the Board which is most anxious to build up services on which the community can depend, and the existence of which will also provide continued employment for its staff, under stable conditions.

### Buenos Ayres & Pacific Railway Company

THE accounts for the year ended June 30, 1945, show gross receipts to have been £10,159,310 and the working expenses £7,760,742, which give increases of £1,895,791 and £875,769 respectively over the previous year. Net receipts came out at £2,398,568, an increase of £1,020,022 over last year, but owing to £1,110,738 being absorbed by exchange differences the net receipts totalled £1,287,830 showing a net gain over last year of £556,819. This sum was insufficient to meet prior charges and after these were discharged there remained a debit balance of £509,805 for the year, which has increased the total debit at net revenue account to £11,985,049. Some operating figures follow:—

|                                | 1943-44    | 1944-45    |
|--------------------------------|------------|------------|
| Passengers (No.) ...           | 18,267,762 | 22,677,085 |
| Goods (metric tonnes) ...      | 3,811,309  | 4,357,031  |
| Net profit per train-mile ...  | 3s. 3½d.   | 5s. 5½d.   |
| Operating ratio, per cent. ... | 83.32      | 76.39      |
|                                | £          | £          |
| Passenger receipts ...         | 1,283,274  | 1,546,685  |
| Goods receipts ...             | 5,682,127  | 6,918,326  |
| Gross receipts ...             | 8,265,519  | 10,159,310 |
| Working expenses ...           | 6,884,973  | 7,760,742  |
| Net receipts ...               | 1,378,546  | 2,398,568  |

The interest on the first debenture stocks of the company, the Argentine Great Western and the Villa Maria & Rufino Railways and on the second debenture stocks of the company and the Argentine Great Western Railway have been paid on the due dates. During the financial year, two distributions were made on account of arrears on the 4½ per cent. consolidated debenture stock of the company and the 5 per cent. debenture stock of the Argentine Great Western Railway Company; one half-year's interest on August 24, 1944, mentioned in last year's report, and two half-years' interest on March 28, 1945. Since June 30, 1945, a further payment of two half-years' arrears of interest on these two stocks was made on September 1, 1945, so that payments of arrears on these stocks have been brought up to January 1, 1942, and April 1, 1942, respectively. In June last the Stockholders' Committee extended the moratorium period to June 30, 1946. The receipts from passenger traffic show an increase of £263,411, or 20.53 per cent., and goods and live stock an increase of £1,398,116, or 22.62 per cent. First class travel increased by nearly 2 million passengers.

### Nationalisation of Road Transport

**S**PEAKING at the first anniversary luncheon of the National Road Transport Federation last week, the Minister of War Transport urged the Association not to withhold its punches in connection with its opposition to the Government's nationalisation proposals, but to remember that he would punch back equally hard. On the same day, the Chairman of the Road Haulage Association intimated that that body had asked the Minister to arrange a public inquiry into the working of the road haulage industry so that the case against nationalisation could be judged by the nation. As this request since has been declined, presumably the Association will now proceed with its plans for national propaganda against the decision of the Government.

In these circumstances, Mr. Roger Sewill's speech to road hauliers and traders at Newcastle on December 5 was of unusual interest. Dealing with the proposed nationalisation of the railways and competing road services, he argued that although such a step might appear to solve the problem of co-ordination of the respective services, in fact the opposite would be the case. He contended that the pre-war tendency for higher grade traffics to pass by road and the heavier low-grade traffics by railway would result in the railways being unable to meet their standing charges, with the inevitable result that the State would insist on an increased transfer of traffic from road to rail to adjust the position. This step would prevent traders having the right to choose the form of transport which suited them best.

Dealing next with those who advocated nationalisation to secure efficiency, Mr. Sewill commented on the lack of evidence pointing to any greater efficiency of State-owned railway systems as compared with the British railways. He also claimed that there is no evidence of any State-owned railways operating at a profit, but we suggest he was on somewhat uncertain ground here, as 29 per cent. of the world's State-owned railway mileage was self-supporting and earned a surplus of over £8 million in 1938 at the pre-war rates of exchange, although it is true that the deficit on the remaining State undertakings was very much larger.

So far as the road haulage industry is concerned, he asked for some proof that it is not efficient at present, and suggested that State-owned transport was nowhere so efficient as the privately-owned railway and road industry had been in Great Britain during the war. This point is all the more pertinent because on at least three occasions during the past few months, Mr. Herbert Morrison has stated that the test of nationalisation is whether the industry will be more efficient than under private ownership. In the House of Commons on December 6, for example, he agreed that nationalisation should not be proposed for political or doctrinal considerations and that there is an onus on the party proceeding to nationalise to prove that such a step is in the public interest. The proof of the efficiency of British privately-owned road and rail transport under the greatest stress in history is plain to all—but no tittle of evidence has yet been adduced to show that nationalisation would increase it. After criticising the disastrous financial results which attended the nationalisation of road transport in Northern Ireland, and the labour troubles of the L.P.T.B., Mr. Sewill referred to the agreement reached by road and rail interests in 1939 as to the necessity for rates and conditions of carriage being statutorily controlled.

He then gave a further hint of recent progress made by these interests towards economic co-operation when, after referring to the proposals that road hauliers should undertake railway collection and delivery work in certain areas and that railways should offer road hauliers special facilities on long-distance trains, he mentioned that steps had also been taken recently towards overcoming one of the greatest causes of past friction between the two parties, that of objections lodged by the railway companies to the issue of road licences. He suggested that by voluntary agreement it was hoped to arrive at satisfactory solutions to every application and thus avoid the ill-feeling experienced in the past, but gave no details of the proposals which, we understand, have not yet been finalised.

Mr. Sewill then pointed out that the road haulage industry was composed of some 60,000 separate operators with an average of three vehicles each, and claimed that the continuance of these small units was justified by the wide disparity in the types of traffic dealt with, and that the efficiency of the industry was

due to the close control which each operator was able to exercise over his own vehicles. Compensation for acquisition, even on a far more generous scale than the Government are likely to contemplate, could not possibly equate the loss of livelihood which many operators were likely to suffer. He also made the point that the failure of the Northern Ireland Transport Board was due primarily to the competition of traders owning their own vehicles who were outside the scheme. He also argued that in the case of a State monopoly of inland transport in this country, it stood to reason that sooner or later traders owning their own vehicles would have their sphere of operation restricted so as to reduce their competition with the State-owned undertakings.

It is understood that to the present the road haulage industry has failed to ascertain what proposals the Minister of War Transport has in mind, and, until these are made known, the industry cannot detail its objections or submit constructive alternative proposals. In the House of Commons last week Mr. Morrison said the Government intended to socialise transport "when the time comes." This remark is somewhat cryptic, but, as he also admitted the necessity for proof that nationalisation of any industry is in the public interest, it will be interesting to see what arrangements the Government propose to increase the efficiency of inland transport generally.

### The State as Manager

**N**OW that the Government's broad policy in respect of nationalisation of basic industries has been declared, it is natural that speculation should arise as to the means by which this objective is to be achieved, and the manner in which the industries thus acquired are to be operated. So far there is little enough to go on. The Trades Union Congress, in its report on public ownership, which we dealt with in our September 7 and September 28 issues, urged that the most satisfactory basis of valuation for compensation in respect of an undertaking to be nationalised, was reasonable net maintainable revenue, and it worked on the general presumption that the public corporation was appropriate in every case of nationalisation.

In the current issue of *The Economist* it is pointed out that the treatment of capital charges is an outstanding cost problem in nationalised industry, and that, as nationalisation affords a political opportunity for writing down capital, it may relieve a particular industry, such as the railways, from a significant part of its present oncosts. Although no direct lead has been received from the Government, there is an increasing readiness to assume that the individual railway companies may continue in existence, and that individual classes of stockholders will be bought out separately. On this basis, any accountant could make the railways "pay," for the over-all return on their capital receipts normally has exceeded the 3 per cent. rate at which the Government might be presumed to buy them out.

The war has shown, however, that profit from railway operation is a function of payload. If a sufficient bulk of traffic is provided, the railways can pay handsomely. A National Transport Authority charged with the duty of administering inland transport, would be in a position to secure the necessary volume of traffic by diverting it from the roads to the railways. The consequences, on balance, might be good or bad; judged by reference to service alone, probably bad, but the authority would be looking to the balance of its operating account in much the same way as the "square deal" proposals looked to the interests of the existing suppliers of transport. Its costs, both on capital and operating account, could be very much what the authority chose to make them, and the mere fact that the revenue left a margin over these costs sufficient to pay a pre-determined rate of interest on reduced capital, would be no proof that the management was efficient.

*The Economist* urges that public safeguard requires, as a minimum, detailed annual trading and capital accounts for each corporation, whether it be dealing with transport, gas, coal or electricity. There is also room for a continuous process of supervision by an examining body, responsible to Parliament, but not necessarily composed of members. A responsible Minister should be answerable to each corporation,



to meet Parliamentary criticism of long-term policy. No opportunity should be given for the corporations to become masters. Their only position compatible with public responsibility is that of servant, making the best use of their available resources in capital and manpower. There is no yardstick of productive efficiency except the capitalist criterion of money value of output. This is the only test which can be applied to industries or to their component parts, whether they are nationalised or not, and it involves detailed and scrupulous costing. If the corporations are to remain solvent, they will have to give serious consideration to these problems, first, to satisfy the consumer that he is receiving value for money; secondly, to resist wage claims based, not on increased output, but on the false notion that the corporations will have unlimited resources; and, thirdly, to show the taxpayer whether compensation has been reasonable.

A system of recruitment, too, will have to be developed. In the past, appointments have been made by employers in which personal qualities have been measured by productive efficiency and the personal selection of subordinates by each departmental head. Many of the present generation of managers and supervisors will remain at their posts after the industries have been nationalised, but when the public corporations have to compete with private industry for the very scarce skills required in industrial management, will the subordinate labour be recruited by managers, or by some remote establishment office?

So far, no lead has been given on these matters. Planning appears still to be in the abstract stage. Although the general lines of policy have been made known, the detailed methods of operation and selling policy have not. This is not a realistic attitude for a Government which is so critical of the efficiency of private industry. If it has not a precise technique to serve in the place of the price mechanism, by which industry works, the consumer will suffer, and so will the long-term development of British industry.

### British-Owned Railways in Argentina

**D**URING the past week some light has been shed on a number of points in obscurity relating to the position of the British-owned railways in Argentina. Messages received from Buenos Aires quoting an article in the newspaper *Clarín*, have given some details of negotiations which have been carried out since 1943 between Sir Montague Eddy and the Argentine Government. According to this report, which Sir Montague Eddy has since described as "substantially correct," the British interests submitted two proposals, neither of which was accepted. The first provided for the nationalisation of the railways under a mixed company, with a share capital of 1,896,000,000 pesos, of which the Government proportion was to be 20 per cent. The second proposal was for the formation of a mixed company with a share capital of 1,600,000,000 pesos, of which the Government's proportion would be 30 per cent. In turn, the Government submitted a proposal for a mixed company, with a share capital of 1,400,000,000 pesos, of which 800,000,000 would be held by the companies and 600,000,000 by the Government. Apart from the share capital, this proposal provided for a debenture capital of approximately £100,000,000 bearing interest of 3 per cent, and with a 1 per cent, yearly cumulative amortisation, and which included a Government guarantee for the payment of interest. This proposal was unacceptable to the railways. Pointing out that the negotiations are still in suspense, the *Clarín* is quoted as saying that "at all times the Government rejected the idea of a 100 per cent. nationalisation of the British-owned railways."

At the annual meeting of the Buenos Ayres Great Southern Railway, Sir Montague Eddy dealt in considerable detail with the position of the British-owned railway companies, and with the disabilities under which they continued to operate. A report of his speech is given elsewhere in this issue. Representation of the railways both in London and in Argentina has been strengthened in preparation for the further talks which must take place with the local authorities on the future of the undertakings. It is clear that with the impending expiration of the Mitre Law, the present year will prove critical in the history of the companies. Sir Montague Eddy's clear exposition of the position therefore was the more valu-

able. In view of the elections which are taking place in the Argentine in February, the companies cannot resume their negotiations with the Government until that event has taken place, but he made it clear that they will then place their case before the new Government, in an endeavour to establish a new charter, by virtue of which the railways may be enabled to fulfil their task of giving an efficient public service necessary for the ever-increasing needs of a developing country.

Sir Montague Eddy explained that nothing was known apart from press reports of the nationalisation of railways proposal which has been stated to form a plank in the platform of one of the political parties. He added that many leading Argentines were opposed to nationalisation, on the grounds that the present system was more advantageous to their country. On the other hand, many might maintain that it was an anachronism that such important services as railways should be controlled by foreign undertakings. Whichever view is taken, however, the need remains for securing financial stability of the railways as the foundation of the transport system of the nation. Unfortunately, successive Governments have shelved consideration of the problem for political reasons. Neither Government officials nor the public have yet appreciated that the problem involved is essentially an Argentine one, in that the railways are physical assets which form an integral part of the national wealth, and that unless the services they give are maintained, the Argentine people will be the principal sufferers. Mr. Montague Eddy quoted a distinguished Argentine senator as follows: "The day we dispel our mistrust of foreign capital and understand better the part it can play in our progress, we shall have done more for our economic independence than all the utterances of exalted nationalism which are nothing more than expressions of mistaken patriotism."

On the vexed question of exchange differences, Sir Montague Eddy said that if it were possible for the exchanges to be de-controlled, the financial position of the companies in terms of sterling would show very different figures, and the reduction in profits expressed in sterling of £1,300,000 would disappear. He also dealt at some length with the increase in wages, and the advance in freight rates which had been made to meet the greater costs, and refuted allegations that the Government had accorded the companies concessions as a result of which large profits had been secured. On the contrary, the companies had not benefited from the increased rates, which were granted specifically to offset concessions to the railway workers, and not one of the measures the railways had sought to improve their own financial position had been granted.

Looking to the future, Sir Montague Eddy said that the maintenance and gradual increase of the railways' present level of gross receipts, and the present ceiling for their rates and fares, was essential. Railway transport could not maintain and expand its services unless the State intervened to ensure an effective and adequate co-ordination between road, rail, and air transport. In his view a strong, independent Transport Control Board would be essential. He suggested that the same legal control and conditions of working should be applied equally to all forms of transport, and that the right to work on the roads and give door-to-door facilities should be granted to railways on equal terms with road and air transport.

From an operating viewpoint, he was able to report an improvement in the fuel oil position and he believed that the companies could look to a probable decrease in expenditure through cheaper fuel and materials. He suggested that it was not too optimistic to forecast in the not too distant future a considerable reduction in the price of fuel, which, coupled with the higher calorific value of oil fuel should, within a reasonable time, reduce expenditure on this item substantially. The introduction of modern equipment, especially diesel-electric locomotives and traction, also could be depended on to effect further considerable economy. On the other hand, the companies would have to face considerably increased expenditure after the end of 1946, if there should be failure to obtain an extension of the agreement under the Mitre Law, whereby the railways, in return for the payment of a single tax of 3 per cent. on their net receipts, were exempt from all other taxation. In the Argentine, too, as elsewhere, social legislation was designed intently to improve the standard of living of the working classes, and this will necessarily have its reflection in railway working costs.

## LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

## Compartment or Open Stock for Suburban Services

35, Burnbury Road,  
Balham, S.W.12. December 3

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was very interested to read Mr. Moody's letter on compartment or open stock for suburban services, and agree entirely with his remarks. The statement has been made that the only reason for the survival of compartment stock is the refusal of Victorian coaches to die out, but, so far as the Southern Railway is concerned at least, this is far from the case.

In 1925, when the Dorking, Guildford, and Eastern Section lines were electrified, a large number of steel-panelled compartment coaches of a very comfortable type was built, and it is these sets that are now being converted to 4-car units by the addition of a new-design "six-a-side" compartment car. In addition, a number of entirely new 4-car steel panelled trains has appeared this year, and no doubt, as soon as conditions permit, still more will be built to replace the old stock which perforce has had to carry on during the war.

Another point put forward by the open coach enthusiasts is the station delay caused by compartment doors being left open, but with the slam locks invariably used by the Southern Railway, these delays are no more frequent than those caused by air-door failures on the Underground.

In conclusion, I should like to put forward a further point in favour of compartment stock, although some may hold it to be rather irrelevant. That is, that on a line such as the Southern, with a large main-line electrified mileage, suburban trains can be, and are, used for excursion and other special workings, for which open stock of the Underground type would be totally unsuitable.

Yours truly,  
T. COWD

5, Wessex Gardens, N.W.11. December 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the controversy about compartment or open stock, both parties are partly right, as the problem can only be solved by a compromise. The ordinary passenger expects frequent service and comfort outside rush hours; during rush hours highest capacity of his line so that he is not compelled to wait on the platform. In the second case, open coaches without any seats at all would supply the maximum facilities, while in the first case compartments with many comfortable seats and extra doors would provide the greatest comfort and privacy.

Yet those compartment cars have proved unsuitable to the conditions of modern mass transport because of their limitations with regard to quick distribution of passengers. In spite of the great number of doors, overcrowding of some compartments resulting in station delays always combines with a number of compartments showing only "normal" load. This is the greatest disadvantage of the old compartment coach: if used during rush hours the capacity of the line is diminished.

The open coach, on the other hand, is not in itself the solution. The distribution of doors and seats is decisive for the question of using the available room to the best advantage. As the division of the floor space into seating and standing room follows certain rules, which show that a number of seats may be provided without impairing the whole capacity of a line, as hardly anything can be won by having coaches with standing room only, an arrangement of seats and doors must be possible which ensure approximately equal distribution of passengers throughout the coach, and the train, within the shortest time to avoid bottlenecks in the schedule.

In a way, the London Tube coaches comply with all the conditions of an ideal vehicle. They have a number of most comfortable seats, they have doors not too far apart, at approximately equal distance from each other; they have ample standing room; and they have in every coach convertible end compartments for the guard.

Yet there is a drawback in the design. The narrow end-doors cease to function properly as a means for distributing passengers just when they are mostly needed, because a few people standing between the partition and the end wall can block the entrance. It is a common experience that on a crowded platform most people rush to the wider doors and avoid the end doors. The result is that a tight mass of passengers collects on the two points in the coach at the double doors with two smaller knots at the ends of the coach. Finally, in spite of standing room between the seats, all entrances are blocked, loading and unloading speed is reduced, the train cannot clear the station in time

for the next train, and the capacity of the line drops; and all this without adding anything to the comfort of the lesser number of passengers.

Some years before the war a great Continental company had finished its conversion of its big city and suburban system from steam to electricity. The steam trains were composed of the usual compartment cars. The new electric coaches and trailers showed a deliberate attempt to admit greatest overcrowding near wide doors while leaving the seating section undisturbed. The seating sections were made up of transverse seats only. The special circumstances justified the particular solution which altogether served its purpose. But from the beginning it was clear that the capacity was not used to the utmost and that it sometimes would be difficult to get from a seat to the door. It did not matter much, as the line still kept two classes, so that comfort could be bought if required. This shows at the same time that full capacity was not needed.

The American coach shown in your August 17 issue, seems to be the first coach in actual service which is expressly built in absolute equal sections with equal door distances and without any intermediate seating compartments; the seats are arranged around a standing room directly accessible through the doors. The earlier lay-out of the same basic pattern, which incidentally was also discussed when the company mentioned above switched over from steam to electricity, but was not adopted, in view of the peculiar conditions, which seemed to favour independent standing rooms, went a step further by leading standing passengers away from the door to the middle of the section through the diagonal arrangement of the doors. The size of the section, of course, has to be adapted to the width of the coach and a rather square floor space seems advantageous as against an oblong design. Stanchions, with rings or straps to attract "standees," in the middle of the standing square would doubtless counteract the tendency of the passenger to crowd the entrance and would contribute to the proper distribution of the "load." The seating arrangement, at the same time, would make it possible to provide luggage racks within reach of every passenger in the section, an important feature for suburban trains.

I am, etc.,  
W. JACOBSON

## Hemel Hempstead-Harpenden Branch

Hurst Wickham,  
Sussex. November 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. Bygrave in your issue of October 19 states that he had seen the G.E.R. horsebox trains to Harpenden, passing through Welwyn, G.N.R., for some years. They therefore ran from Shepreth over the G.N.R. to Harpenden.

My letter, in your issue of October 5, stated merely that *probably* the train ran over the G.E.R.'s own line from Newmarket to Hertford. This probability was founded on the usual custom of the railway on which the traffic originated to work it over its own lines as far as possible. The Newmarket-Hertford route would have given the G.E.R. about 48 miles Newmarket to Hertford, and the G.N.R. about 13 miles Hertford to Harpenden. The G.N.R. route provided that company with about 40 miles Shepreth to Harpenden, *via* Hitchin, and about 21 miles, Newmarket to Shepreth, to the G.E.R. The above figures are only approximate. Possibly the trains travelled over one route out and over the other home, thus giving each railway its full share of mileage one way.

With regard to the line Hertford to Dunstable, originally there were two separate companies, whose lines met at what was designated as Welwyn Junction. There was nothing unusual at the time of one railway (G.N.R.) crossing another (L.D.W.J.R.) on the level. Some such crossings still exist.

Although I am unable to verify it now, I remember having read in, I think, a railway paper, an account of the through service, Hertford to Dunstable, which, as stated in my previous letter, was of brief duration.

*Bradshaw's Railway Manual* stated that the Hertford line was incorporated in 1854 and opened on March 1, 1858. This company had running powers over the G.E.R. between Hertford and Ware. The Luton, Dunstable, and Welwyn Junction Railway was sanctioned in 1855; the two lines were amalgamated in the same year (unless this is a misprint for 1858). In 1861 they were, as the Hertford Luton & Dunstable, amalgamated with the G.N.R.

Without reading the Acts of the local companies, one is unable to judge what is meant by "Welwyn Junction." Railway Acts of Parliament give the location of each end of the railway. It is possible that Welwyn being common to both lines "Welwyn Junction" may have meant the end-on junction of the two lines; and not a junction of them with the G.N.R. as some have assumed.

Yours faithfully,  
G. A. SEKON



December 14, 1945

## The Scrap Heap

Once upon a time a civil servant wrote an instruction that anybody could understand, and they sent him to a home for the mentally afflicted.—*Man-in-the-Street*, writing in "The Newspaper World."

### TRAFFIC TOBOGGAN

A preliminary estimate of freight ton-miles in September is 50,400 million, a decline of 17.5 per cent. under September, 1944. The decrease in August was 12.5 per cent.—*From the "Railway Age."*

### THE "TWENTIETH CENTURY" CARPET

Another sign marking the end of the war appeared in New York on October 5. For the first time since 1942, the historic crimson and grey carpet, 197 ft. long, was unrolled at the Grand Central terminus of the New York Central System in New York, for the benefit of passengers joining the "Twentieth Century Limited" from New York to Chicago. The carpet, which has the name "Twentieth Century" woven into it, is laid down the ramp and along the train platform, where it lies up to the time of departure; it is then solemnly rolled up again until required for use on the next day. This famous carpet has been a part of the daily "Twentieth Century" ritual since 1922, except for the war years.

### SIR ALAN P. HERBERT ON AIR TRAVEL

From the following verses contributed to *The Sunday Graphic* of December 2, it would appear that Sir Alan Herbert prefers travel by ship or train to that by aeroplane:—

#### Thoughts in a Cloud

Of all the miracles of human might  
The most fatiguing, I suppose, is Flight.  
It would be fine, we said, for man to soar:  
But, now that we can do it, it's a bore.  
One loves a ship; one can enjoy a train:  
What passenger is happy in a plane?  
What fun, we said, to have a bird's-eye view,  
To see the planet as the eagles do.  
In point of fact, I cannot see a thing  
Except some rain-clouds, and the star-board wing.  
Now I can see a cottage, far below:  
France? Denmark? Germany? I do not know.  
I do not feel the master of the gale:  
I feel a captive in a noisy jail.  
One cannot read: one cannot even talk.  
No wonder elephants prefer to walk!  
Yet I salute those heroes of the air  
Who have made flying such a dull affair.  
Deaf, stiff and bored, but SAFE, we are  
alighting:  
And let's be thankful it was NOT  
exciting.

### A ONE-MAN RESTAURANT-CAR BAND

At least one restaurant car conductor on the L.M.S.R. can provide his patrons with music as well as with meals, and, moreover, carries the necessary equipment on the trains with him. This is Mr. Watkin Gutteridge, who is in charge of the cars on the 10.25 a.m. from Bradford to St. Pancras and the 5.58 p.m. back to Bradford at night, and who is an expert on the harmonica or mouth-organ. He holds the Gold Medal of the Harmonica Guild, and has taught 400 boys to play and runs one of the most expert harmonica bands in the country, has "topped the bill" at Bradford Palace Theatre and has earned over £3,000 for charity. His mouth-organs range from a single inch to over a yard in length. Mr. Gutteridge has been on the

## THE RAILWAY GAZETTE

St. Pancras and Bradford run for 26 years, except for the war interruptions, and many of his passengers have been entertained en route by this versatile musician, with imitations of a band, an organ, a mandoline, a banjo, and other musical diversions.

### 100 YEARS AGO

From THE RAILWAY TIMES, Dec. 13, 1845

#### REGENT'S CANAL RAILWAY OPPOSITION

—The Central Committee, finding that the proposed Regent's Canal Railway Company have deposited their Plans, beg to inform the landowners, wharfingers, traders, and others interested in the preservation of the canal as a water way, that they have obtained copies thereof, and are now proceeding in the arrangement of evidence against the scheme, and will be happy to receive communications in furtherance of the opposition.

By order of the Central Committee,

THOS. WM. GRAY, Secretary pro tem.

7, John-street, Adelphi, Dec. 10, 1845.

#### TRENT VALLEY RAILWAY—(Stafford to

Rugby).—The Company's Offices, Mansden-street, Manchester. 9th December, 1845. First Call, £2 per share.

The Directors have this day made a Call of £3 per share upon the proprietors payable on the 15th January, 1846, to one of the Company's bankers, namely:—

Manchester—Messrs. Wm. Jones, Loyds and Co.  
London—Messrs. Glyn, Halliday, Mills and Co.  
Liverpool—Messrs. Moss and Co.

The bankers are instructed to allow interest after the rate of 4 per cent. per annum upon all sums paid previously to the 15th of January; and to charge interest at 5 per cent. upon sums subsequently paid.

The Directors are ready to receive applications from shareholders who may be desirous to pay their calls in advance, and to whom interest at the rate of £4 per cent. per annum will be allowed on such payment.

EDWARD WATKIN, Secretary.

### THE "ORIENT EXPRESS"

The "Orient Express," that most romantic of European trains, which has carried beautiful spies, kings' messengers, and strong, silent Englishmen through page after page of exciting fiction, has re-appeared as a reality in post-war Europe. It is a somewhat attenuated version of its former self, since it runs only between Paris and Vienna, but it bears the authentic name, and the menus in the dining-car—where one may actually have meals—are headed "Compagnie Internationale des Wagon-lits et des Grands Express Européens."

But although it is called an international train, the "Orient Express" of today cannot escape the exacting demands of suspicious nationalism. Without exaggeration, something like ten hours of the thirty-six hours the train takes to travel from Vienna to Paris are spent at a standstill while authority after national authority carries out its painstaking "controls."—*From an article by "J.R.L.A." in "The Manchester Guardian."*

### EXTRAORDINARY NIDIFICATION

Our readers are familiar with the tall signal posts at railway stations on which large balls are run up by pulleys and cords, to intimate, by their being lowered or elevated, whether the way is or is not clear for a coming train. One of these balls at the signal post on the Ardrossan line, near Kilwinning, lately attracted the notice of a couple of starlings, on matrimonial thoughts intent. With much labour they forced their way into the centre, and proceeded, despite all interruptions, to construct a nest. The ball has to be lowered and elevated fourteen times a day, but this did not interfere with the proceedings of the happy pair, and in due time four eggs were deposited in the movable nest. Our last despatch informs us that the female is still sitting closely, quite undisturbed by the frequent process of being let down within a very few feet of the ground, and raised again. There is every probability of her hatching her young, and if so, we believe the circumstances

### RAILWAY QUESTIONS AND ANSWERS

**Statement:** Public ownership of all transport is not only desirable, for its own development, but also because of its importance in the location and efficient working of many major industries.

**Answer:** Transport is fully capable of its own development without State assistance either in the form of finance or control. There is no evidence that the railways have failed to provide the facilities required by industry. On the contrary, there are any number of examples of the special services which the railways have put at the disposal of industry. There is hardly a major factory which is not connected with main lines by private sidings and the railway actively encouraged traders to build their own sidings. The companies before the war even kept careful records of vacant factory buildings, and suitable building sites adjoining the line and did their utmost to encourage suitable industries to their areas. In the five years before the war the railways increased both in number and speed the service of express freight trains giving "next-day deliveries." The 338 trains of this category run every 24 hours in 1933 had been practically doubled (661) by 1938. Special wagons were built by the railways—over 13,000 were operating in 1938—to carry such specialised loads as plate-glass, long girders, animals, theatrical scenery, motor cars, heavy machinery, and so on; 13,800 special containers, both open type and closed, are provided for miscellaneous traffic, and ventilated and insulated containers for meat, fish, fruit and other perishables. Special types are also available for building materials, furniture, bicycles, grain in bulk, and so on, making a total of 15,500. The foregoing examples make it clear that the railways are meeting the requirements of industry. With a State-owned transport system the close relationship existing between factory managers and traders and local railway officials, on which so much of the successful operating of an efficient transport system depends, would be lost. Under the theoretical system suggested, the trader would have to deal with an impersonal civil servant without initiative who would be guided compulsorily by a set of rigid rules. Afraid to create a precedent, he would never make a decision himself, but would refer it to some "higher official." In a matter of months the efficiency of the railways would have crashed to an all-time low never to rise again. The problems which the local trader and the local railway officer discussed and settled in friendly circumstances, would become a matter of memoranda and minutes, necessarily written with an eye to rigid regulations and the prospect of Parliamentary questions, while the trader waited in vain for his goods to be moved.—*From "Answers to Questions and Statements," issued by the British Main-Line Railway Companies, 22, Palace Chambers, London, S.W.1.*

will be quite unprecedented.—*From the "Dumfries Courier" of 1853.*

### MARRIAGE "LINES" BY RAIL

Prompt action by the G.W.R. recently enabled a wedding ceremony to take place at Chester. The licence had not arrived the day before the ceremony, so application was made to the G.W.R. for help.

A special messenger from the Registrar's Office brought the "lines" to Paddington Station and the Stationmaster arranged for them to be conveyed, care of the Guard, on the 2.10 p.m. train to Ruabon, where they were met.

### TAILPIECE

(Goodwill when travelling will help the railways this Christmas)

More trains will run this Christmas tide  
Thanks to the R.E.C.

And better lighted stations will  
Their names make plain to see.

There will be improved heating, too,  
Praise to the engineers;  
And cosy buffets, where to drink  
One's tea and wholesome beers.

Links with the past—the good old days—  
Will show themselves anew,  
And Christmas trees in booking halls  
Will shortly be on view.

Then show goodwill this Yuletide, please!  
When travelling by rail,  
To help the railway management,  
Whose service will not fail.

W. E. N.



## OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

### WESTERN AUSTRALIA

#### Washaways Cause Derailment

On August 22 a derailment occurred in respect of No. 8 Albany-Perth passenger train at the Pingelly end of Karping siding, due to washaways caused by heavy rain. All vehicles, comprising six coaches and two vans, were derailed. One coach, a first class sleeping car, turned on its side, and a rail which had broken in the derailment penetrated the floor and pierced four compartments and the centre passage. None of the occupants of this coach, however, was killed or seriously injured. Altogether, fourteen persons were injured, but none seriously.

The cause of the accident, which occurred at 4.49 a.m., was the collapse of the line where a washaway about 15 ft. long by

budget for the Canadian National (West Indies) Steamships Limited. The 1945 railway budget provided for the expenditure of \$24,606,000 on new equipment and \$15,008,000 on betterments and additions. Mr. Vaughan said that actual expenditures would probably be considerably lower, because of labour and material shortages.

When the steamships report came under consideration, Mr. Vaughan said he was unable to state when service would be resumed. The two "Lady" ships still afloat were in use, one as a hospital ship and the other as a troop transport. They would not be available for peacetime use until some time next year and several months would be required for rehabilitation. Three vessels under construction in the wartime shipping programme were to be turned over to the company; although primarily

on the one part, and the company on the other. The withdrawal of the company from the railway scheme for establishing machinery of negotiation did not affect its statutory obligation in this respect. The method by which agreements between the company and the trade unions' representative of its employees could best be negotiated was a matter for settlement between the company and such trade unions, and, if it was the opinion of the company's management that the existing railway scheme was no longer suitable for that purpose, it was not necessary for it to obtain the Minister's concurrence before withdrawing therefrom.

Mr. Lemass said he assumed that alternative machinery for the negotiation of agreements and the settlement of disputes would be arranged by discussion between the company and the trade unions concerned. Such alternative schemes could not be imposed unilaterally by the company. Provided, however, that the statutory obligations of the company were not affected, it was not his intention to intervene in the matter.

#### Branch Lines

It is expected that the branch railway lines on the Coras Iompair Eireann (Irish Transport Company) system will be restored to use on December 10, 1945. During the last twelve months many representations have been made for the re-opening of these lines, which were closed in April, 1944, in consequence of lack of fuel; and in one instance (Woodenbridge-Shillelagh) a section of the branch had to be removed to maintain main lines.

The branches involved are: Gools Cross-Cashel; Schull-Skibbereen; Fermoy Mitchelstown; Maryboro'-Mount Mellick; Kingscourt-Dublin; Newmarket-Banter; Dublin-Tullow; Cavan-Mullingar; Waterford-Macmine.

### CEYLON

#### Kelani Valley and Puttalam Lines

During the discussion of the Budget in committee in the State Council, Mr. R. E. Jayatilaka asked Mr. J. L. Kotalawala, the Minister of Communications & Works, whether he had considered the re-opening of the Kelani Valley line as a broad-gauge instead of a narrow gauge railway. Mr. Kotalawala said in reply that there was no intention of converting the Kelani Valley line into a broad gauge as there was the possibility of not having any traffic on the line in the future. The question of revising the railway time-table depended mainly on the coal stock position. The question of opening the new railway lines would be determined by the volume of traffic that could be expected. It was his intention to reopen the Puttalam line, which was closed recently.

#### Footboard Thieves

As a result of numerous complaints from passengers, especially women, that footboard travellers are becoming increasingly troublesome in their behaviour, the Ceylon Government Railway C.I.D. has started an anti-footboard campaign and has made raids on certain sections of the line; a number of arrests has been made. The drive is principally directed against the habitual offenders who make a practice of footboard travelling whether the trains are crowded or not. Travelling as footboard passengers, pickpockets and other thieves have taken advantage of the overcrowding of trains to ply their trade with impunity. The thieves generally wait until the train starts from a station, when they grab the nearest article and jump off.



The sleeping car after the derailment on the Albany-Perth line

3 ft. deep had occurred in the bank at the north end of Karping station yard. Apparently a rain storm of heavy local density had occurred between the time of the ganger's inspection shortly before the train entered the section and the arrival of No. 8.

On receipt of information concerning the accident a relief train was sent to bring the passengers and mails back to Narrogin and thence to Perth via Collie.

Further heavy rain fell after the accident, and the whole of the vicinity was waterlogged and the ground thoroughly saturated. A temporary deviation was constructed around the derailment.

### CANADA

#### Railway Rates

Canadian railways would have to seek increased rates if the point were reached where they were unable to meet expenses, Mr. R. C. Vaughan, Chairman & President, Canadian National Railways, told a meeting of the Canadian House of Commons Railway Committee on October 24. He added that that point had not yet been reached. "The railways have not applied for rate increases nor prepared a case," Mr. Vaughan said. "We considered it was not in the interests of the national economy to apply as long as we could pay our way. If we cannot pay our way there should be certainly an adjustment."

#### Railway and Steamship Budgets

The committee approved the C.N.R. 1945 budget and 1944 report and the 1945

freight vessels they would provide limited passenger accommodation.

The Hon. Lionel Chevrier, Minister of Transport, said that the future of the steamship line probably would depend largely on whether the trade agreement between Canada and the West Indies was renewed. Mr. Vaughan said it was his opinion that the service should be continued in some form whether or not the agreement was renewed.

### EIRE

#### C.I.E. and Railway Wages Board

In reply to the leader of the Irish Labour Party, Mr. W. Norton, the Minister for Industry & Commerce, Mr. Sean Lemass, has indicated that he does not intend to intervene in the matter of the decision of Coras Iompair Eireann (Irish Transport Company) to withdraw from the Railway Wages Board. Mr. Lemass has informed Mr. Norton that the Irish railway scheme for establishing machinery of negotiation was initiated in 1923, and eight railway companies and three trade unions were parties thereto. He understood that the scheme provided that any party thereto was entitled to withdraw on giving six months' notice, and that Coras Iompair Eireann had notified its intention to withdraw in August last. The legal obligation of the company was to regulate the rates of pay, hours of duty, and other conditions of service of its employees in accordance with agreements made between the trade unions' representative of such employees

## L.N.E.R. New Type of Train Indicator

### Better facilities for informing the public at Kings Cross

IN our November 30 issue we referred briefly to a new type of train arrival and departure indicator which the L.N.E.R. is installing at Kings Cross Terminus.

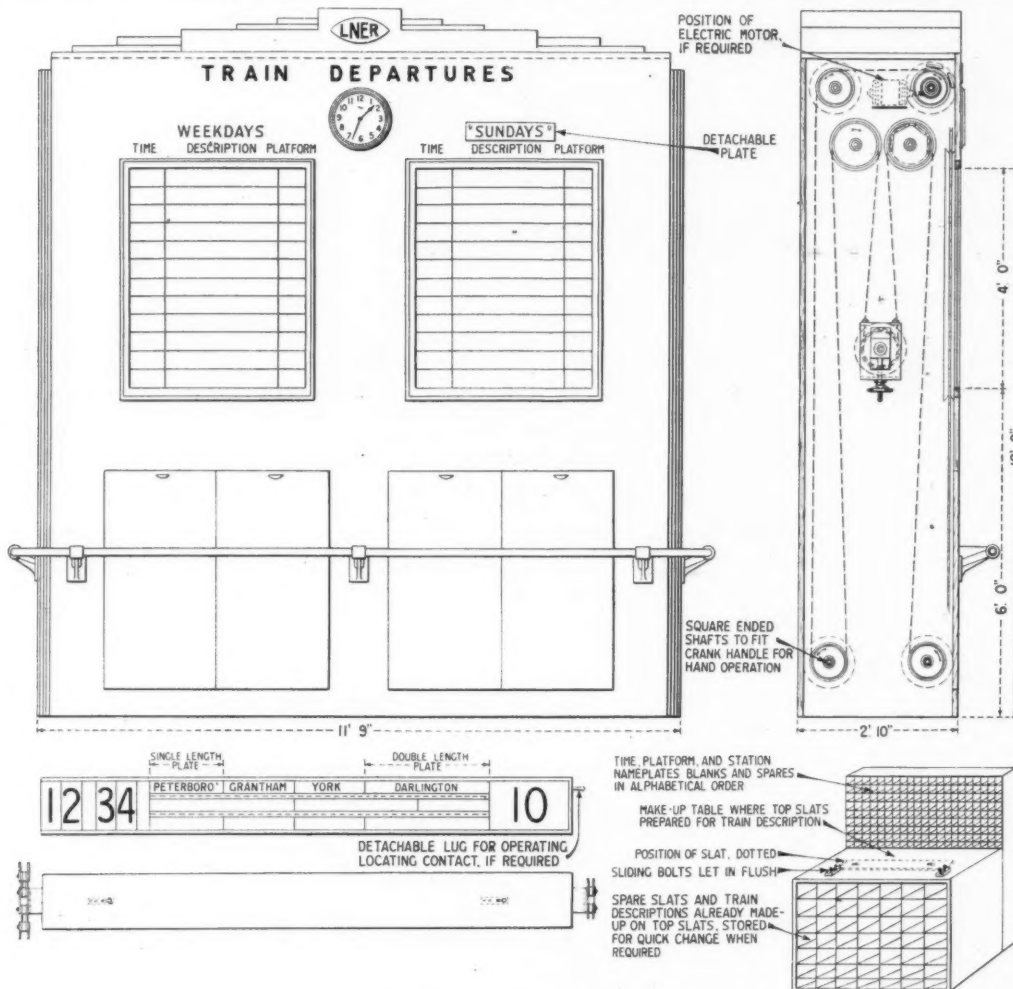
The drawing on this page illustrates the general arrangement of the indicator, which may be modified as required to conform with the architectural features of any station.

The essential features of the design comprise two panels, one displaying the booked week-day trains and the other showing either the booked Sunday trains

front or back of the chains engage with the sprocket wheels. The back plates are of cast or sheet aluminium alloy and have two keyhole slots, backed by steel leaf-springs. These slots are of different sizes and correspond with two studs projecting from the front plates. The latter can be quickly attached or removed and cannot be put in position upside down inadvertently. The front plates, of light alloy, will be so constructed that the destination plates, platform, and departure time figures can be slid into position in three

full 24 hours of booked departures at maximum traffic density, without alterations having to be made. Additional trains will be set up on the blank slats carried by the chains on which the booked Sunday trains are displayed, there being sufficient spare chain for this purpose because of the smaller number of Sunday trains.

The length of double chain, which is approximately 50 ft. in each case, will be accommodated in a reasonably small compass by a system of sprocket wheels, mounted in pairs on ball-bearing shafts over which the chains will be carried, as shown in the cross-section on the drawing. Adjustment for wear and initial tension-



Details of new type train indicator at Kings Cross, L.N.E.R.

or additional departures, such as relief and excursion trains on a particular day. The heading of the latter panel will be changed by a simple movement to suit the particulars being displayed at the time. The display on each panel will be made up on a series of slats, approximately 3 ft. 3 in. wide and 4 in. deep, closely coupled by means of roller chains on each side. Each slat consists of a back and a front plate as shown on the bottom left-hand corner of the drawing.

The back plates will be permanently fixed, by means of brackets on each side, to a link of each of the supporting chains which are just clear of the plate. The

rows and held by spring-hinge end flaps.

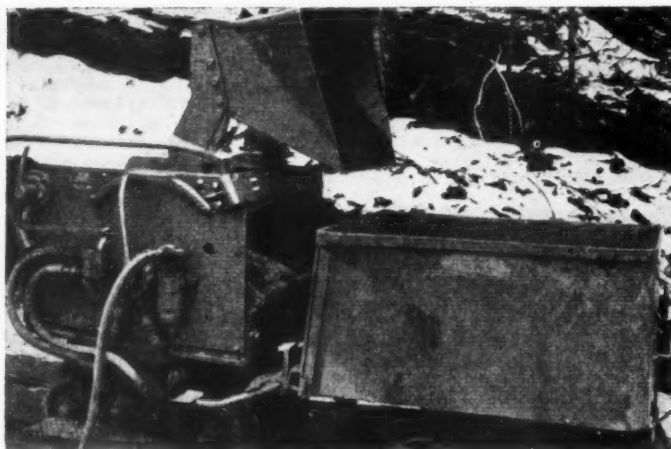
The words and numbers will be made up in sizes which are multiples of the groove-lengths in the front plate. They can be quickly changed to allow of last-minute alterations to platform numbers or destination changes, without necessarily removing the plate from the display window. Each complete front plate will carry an average of eight station names. Twelve slats, and therefore a maximum of twelve trains, may be displayed simultaneously on each panel.

The chains to which the slats are attached are of such a length as to accommodate sufficient slats to indicate a

ing is provided on the centre shaft by means of slotted bearings controlled by adjusting screws. Hand operation will be used in the first instance, the drive being on the lower back pair of shafts, if necessary by means of an auxiliary chain and gear. The design is such, however, that conversion to electric operation can be easily made by the addition of a fractional h.p. motor geared to the top front shaft, in each case. The motor can then be controlled either by a press button situated at a convenient point or automatically by a time clock. Access to the interior is by doors in front of the indicator as well as by the windows of the display panel.

## Control of Landslides with Drainage Tunnels

*Thirty years' experience on the Southern Pacific Railroad in the interception and disposal of sub-surface water*



*Air-driven mucking unit for use in drilling drainage tunnels*

IN the Oregon & Northern Californian area of the Pacific Lines of the Southern Pacific Railroad the country traversed is so rugged, unstable, and mountainous that landslides or threats of slides have to be dealt with at frequent intervals of both distance and time. For the past 30 years every known method of controlling the movements of soil threatening the railway, and every combination of these methods have been tried exhaustively. Even though it is not always in evidence on the surface, the presence of water invariably is responsible for such slides or slips. Surface water can be disposed of by many familiar methods, but the combating of sub-surface water is more difficult.

The most effective measures take the form of drainage tunnels for intercepting and disposing of sub-surface streams or springs in the vicinity of sliding areas, and these tunnels may be up to 2,000 ft. in length or they may be only 50 ft. So deeply is the company involved in this drainage tunnel practice that recently it has acquired a complete modern "mucking equipment" for this construction work.

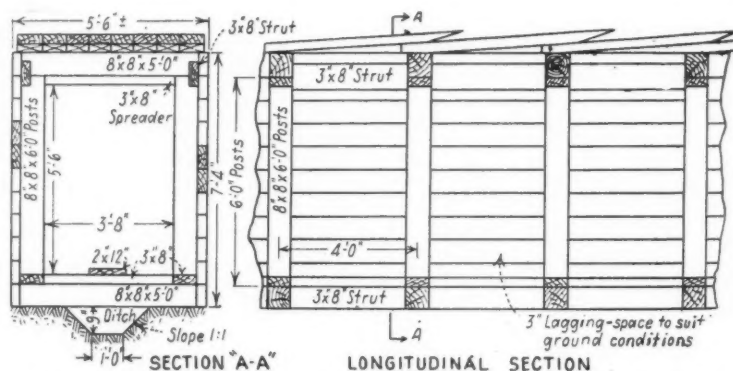
### Methods of Controlling Slides

Experience has shown that the principal measures to control land-slips are the interception of surface and sub-surface water before it reaches the slipping area, the prevention of surface water from percolating into the unstable area, and the de-watering of the sliding mass. Each slide has to be considered as an independent problem and tested methods of stabilisation have to be applied according to the particular conditions obtaining.

Where sub-surface drainage is essential it can often be effected by constructing intercepting subsoil drains in the form of corrugated-iron piping or earthenware pipes back-filled with crushed stone. Pipes can also be used to drain the slide itself by inserting them in holes drilled with an earth auger. If, however, these measures are ineffective, either singly or together, drainage tunnels offer the most likely means of curing the disorder.

On the Southern Pacific Railroad all

such new tunnels are now of sufficiently large cross section to permit of drilling and mucking, and to provide substantial timber linings. The design shown in the accompanying illustration is, however, of an older and smaller standard type; the later type, now standardised to accommodate mechanical mucking plant, is similar but of slightly larger dimensions. There are two standards of lining used, one rather heavier than the other, to com-



*Diagram showing the heavier of the two designs for lining drainage tunnels*

bat different conditions and materials encountered; in the illustration the heavier is depicted. It will be noticed that the tunnel is provided with a central longitudinal ditch for carrying off the water. This ditch may have to be lined if the soil erodes easily. Local cedar or redwood timbers are used for tunnel lining on the S.P.R.R., and, as these tunnels are considered to be permanent structures, they are maintained and repaired annually; some of them have been in use for 30 or more years and are still maintained. Occasionally, instead of renewing the timber lining, a pipe is substituted and the space between it and the timbering is then backfilled. This substitution is, however, never prac-

tised at big slides or unless it is certain that the tunnel has served its purpose and that conditions have become comparatively stable and are unlikely to deteriorate for any reason.

### Survey and Construction Methods

The first step taken by the S.P.R.R. engineers to combat a slip or threatened slip is to make a complete survey of the area. A contoured plan is prepared, to show the relative positions and elevations of all surface features likely to affect the slide in any way. These include water-courses, springs, swampy or low pockets, and any cracks appearing on the surface. Any pocket in which water may accumulate above a slide is specially important. Borings are taken and trial pits are dug while the survey is in progress, and, if necessary, deep trial shafts also are sunk. These shafts are usually 4 ft. x 3 ft. 6 in. in section, and are shored with 3-in. timbers, reinforced, when required, with 4-in. x 4-in. corner posts. Whenever possible, the shafts are sunk in such positions that they eventually will drain into the tunnels and so tap swamps or pockets of water which will then be carried off by the tunnels.

The shafts should be kept open for periodical inspection of the inflow of water and its extent and direction of flow, and all notes made should be carefully logged.

As this exploratory work proceeds it frequently suggests further investigations at other points. To determine the flow of sub-surface water Fluorescein dye is used by the S.P.R.R.; a solution of even one part of it in 10,000,000 parts of water is visible in a test tube. It is inserted at certain test holes, and other test holes, springs, and streams are then watched to see if it percolates through into them. The source of the water causing the slide

can in this way be traced, and if a drainage tunnel is considered necessary, its alignment and gradient can then be plotted, as also those of any branches or drifts required to intercept the flow. Up-raises, or vertical shafts or drilled holes, have sometimes to be driven upwards from a tunnel roof, and it is possible for the tunnel to be driven through dry material and for the upraises to tap large quantities of water flowing through more porous overlying strata.

The S.P.R.R. employs its own labour for this tunnelling work. Excavation is effected with pneumatic spades and drills, and blasting is carried out where necessary. The mucking skips are loaded with

(Continued on page 615)



## New 4-8-2 Type Locomotives in Spain

*The Spanish National Railways have put into service a new Mountain type express locomotive embodying features of design already well-proved in service on heavy routes*

FOR some time the Spanish National Railways have been faced with the necessity of finding more efficient means of handling the heavy passenger trains of over 500 tonnes on steeply graded routes—which also include numerous curves of short radius—without resorting to double heading.

It was resolved therefore to produce a new design, using the experience obtained with the Santa Fé type engines already in service, capable of hauling such trains

considered the better arrangement for heavy gradient work where there is a tendency to slipping. Steam for auxiliary equipment is also superheated, which enables the superheater to carry some load at all times. This equipment includes items usual in the latest Spanish practice, such as Friedman injectors, A.C.F.I. type feed water pump, Klingner water gauges and Coale safety valves. There is a Siemens thermo-electric pyrometer.

The bogie and trailing wheels have

Spain, and the new engines have electric lighting at 24 volts from a turbo-generator set, including inspection lights for the motion and all head and tail signals. Two 50-tonne screw-jacks and a full set of tools are carried.

The builders of these fine looking engines are the well-known Maquinista Terrestre y Marítima, of Barcelona, and the trials of the first ones have given excellent results. The particulars given in the table below relate to a run with a 459-tonne (452 tons) train on October 17, 1944, between Madrid and Avila, on the former Norte route between the capital and Valladolid.

Water consumed was 6,160 gal., or about 110 gal. per tonne-kilometre, and coal consumed was 3,900 kg. (8,580 lb.). Average speed laid down for the ordinary expresses

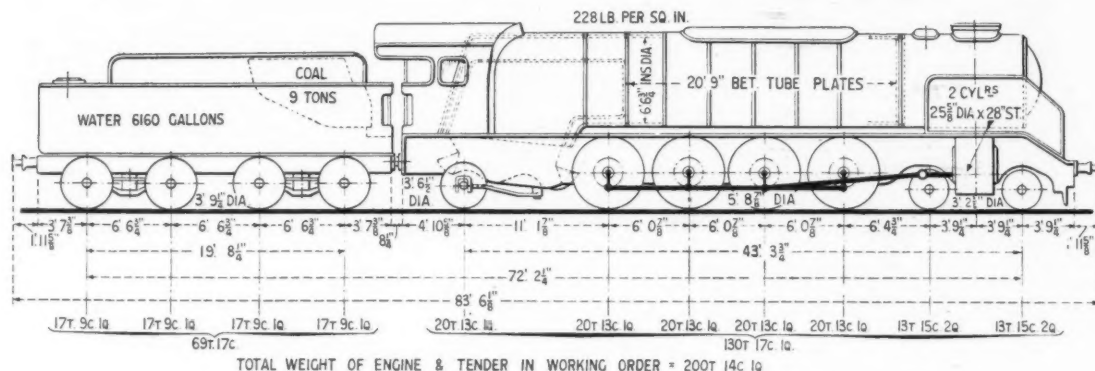


Diagram showing principal dimensions and weights of the locomotive

and attaining on the level the maximum speed permitted on the routes concerned of 100 and 110 km.p.h. (62 and 68 m.p.h.). The boiler of the earlier design, giving high rate of evaporation and using moderate superheat, in view of the present difficulties of getting lubricants for higher values, was selected with the 4-8-2 wheel arrangement, as shown on the accompanying diagram, taken from an article in *Ferrocarriles y Tranvías* by Señor Manuel Villar, Chief of the Designs & Standardisation Section of the R.E.N.F.E. administration.

The leading dimensions of these machines are as follow:—

|                                 |                 |
|---------------------------------|-----------------|
| Cylinders (2), dia. ....        | 25 1/2 in.      |
| Piston stroke ....              | 28 in.          |
| Driving wheels, dia. ....       | 5 ft. 8 1/2 in. |
| Bogie wheels, dia. ....         | 3 ft. 2 1/2 in. |
| Trailing wheels, dia. ....      | 3 ft. 6 1/2 in. |
| Boiler, internal, dia. ....     | 6 ft. 6 1/2 in. |
| Length between tube plates .... | 20 ft. 9 in.    |
| External dia. of tubes ....     | 5 1/2 in. (48)  |
|                                 | 2 1/4 in. (150) |

### Heating surface (approx.)—

|  |                                  |
|--|----------------------------------|
| Firebox ....                                       | 280 sq. ft.                      |
| Tubes ....   | 2,874 sq. ft.                    |
| Superheater ....                                   | 1,125 sq. ft.                    |
| Grate area ....                                    | 57 sq. ft.                       |
| Weight in working order (engine) Do. (tender) .... | 130 tons 17 cwt. 69 tons 17 cwt. |
| Adhesive weight ....                               | 82 tons 13 cwt.                  |
| Boiler pressure ....                               | 228 lb. per sq. in.              |
| Tractive effort ....                               | 38,918 lb.                       |
| Diameter of tender wheels....                      | 3 ft. 9 1/2 in.                  |
| Water capacity ....                                | 6,160 gal.                       |
| Coal capacity ....                                 | 9 tons                           |
| Normal i.h.p....                                   | 2,650                            |

The firebox is of the overlapping type with combustion chamber and water tubes, Schmidt superheater and Egui-type grate. The Wagner regulator valve is applied on the delivery side of the superheater, con-

| Stations                | Distance between stations (km.) | Time in minutes |       | Average speed (km.p.h.)    | Average h.p. obtained |
|-------------------------|---------------------------------|-----------------|-------|----------------------------|-----------------------|
|                         |                                 | Usually allowed | Taken |                            |                       |
| Madrid ... ..           | 8.1                             | 14              | 10    | 48.6                       | 1,823                 |
| Pozuelo ... ..          | 9.0                             | 10              | 7     | 67.5                       | 2,238                 |
| Las Rozas ... ..        | 6.8                             | 9               | 7     | 58.3                       | 2,087                 |
| Las Matas ... ..        | 6.2                             | 8               | 6     | 62.0                       | 2,390                 |
| Torreldones ... ..      | 7.7                             | 11              | 8     | 57.7                       | 1,987                 |
| Villalba ... ..         | 12.4                            | 17              | 11    | 67.6                       | 2,467                 |
| El Escorial ... ..      | 6.3                             | 9               | 7     | 54.0                       | 2,571                 |
| Zarzalejo ... ..        | 8.6                             | 11              | 8     | 64.5                       | 2,181                 |
| Robledo ... ..          | 6.7                             | 9               | 7     | 57.4                       | 2,464                 |
| S. Maria Alameda ... .. | 11.9                            | 18              | 13    | 55.0                       | 2,756                 |
| Las Navas ... ..        | 4.8                             | 8               | 5     | 57.6                       | 3,040                 |
| Navalperal ... ..       | 9.3                             | 15              | 8     | 69.7                       | 3,240                 |
| La Cañada ... ..        | 22.8                            | 27              | 24    | 60.0                       | 3,240                 |
| Avila ... ..            |                                 |                 |       |                            |                       |
| Total ... ..            | 120.6 km. (80.9 miles)          | 166             | 122   | 59.3 km.p.h. (36.8 m.p.h.) | Total 2,437           |

S.K.F. roller bearings, and it is proposed to make a trial of them on all axles on two of the engines.

The valves are of Lentz pattern with Walschaerts gear, and the motion and cylinders are lubricated by a Friedman mechanical lubricator. Wide steam and exhaust passages are provided and a Kylala-Kylchap blast pipe. The Hasler, R.T.9 type, speed recorder, is driven by the left-hand rear crank and there are two sanders, Gresham type, on the first, third and fourth driving wheels each side and hand operated on the second set of wheels.

Braking is by automatic vacuum on tender and train, combined with steam brake on the engine itself, using a Super-Dalton type ejector. The trains are heated by steam, with locomotive fittings now standard in

on this route of 350 tonnes (nearly 344 1/2 tons) is 43.8 km.p.h. (27.2 m.p.h.).

### Control of Landslides with Drainage Tunnels—(Concluded from page 614)

Eimco Model 12 pneumatic mucking machines, each skip holding 16 to 18 cu. ft. of material. Specially built petrol locomotives are used to haul the skips. Petrol-driven fans at the portals ventilate the tunnels during construction, by forcing fresh air through piping to the working faces. Electric lighting and pneumatic service lines are installed. All work in connection with the landslides is carried out under the supervision of Mr. E. E. Mayo, Chief Engineer, S.P.R.R., according to our American contemporary, *Railway Engineering and Maintenance*.

## Roller-Bearing Axleboxes

### Improved methods for lubricant retention

THE increased use of roller-bearing axleboxes during the last 20 years is not surprising in view of the reduced starting resistance of some 85 per cent. and in running resistance of some 14 per cent. which they provide. A further advantage of this type is the saving of more than three-quarters of the lubricant formerly necessary for a plain bearing, and which involved certain problems in connection with the methods of oil retention. There are many well-known devices which effectively prevent the egress of oil from a journal, but practically all have the effect of increasing the friction of the bearing to which they are applied, and until recent years the more effective the

In external finish and accuracy these oil seals correspond closely with the roller bearings they protect. There is a standard range of these retainers in regular current production which runs into approximately 600 sizes and types and covers all diameters up to 8 in. as standard, or up to about 42 in., as either near-standard or special applications. Three different materials (leather or synthetic rubber) are used for the manufacture of the packing member, according to the temperature to be encountered in the bearing up to about 300° F. Peripheral speeds up to 3,000 ft. per min., and pressures of 200 lb. per sq. in. and over are dealt with regularly by the application

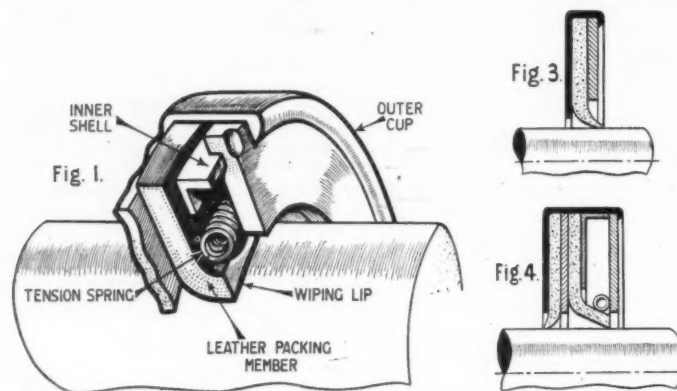


Fig. 1—Standard design of oil seal

Fig. 3—Design for situation where space is limited

Fig. 4—A combination of two types of seal

method of retaining the lubricant in the bearing the greater was the resistance set up.

In the early stages, designers and users of roller-bearing axleboxes had to determine to what extent the friction of the bearing (and the tractive effort required by the train) could be increased to ensure a further decrease in oil consumption, or *vice versa*. A similar problem was also encountered in connection with the numerous lubricating points on the modern car, and which has been solved by the adoption of an efficient type of seal developed by Super Oil Seals & Gaskets Limited, Kings Norton, Birmingham. In this design (Fig. 1) frictional resistance has, for the first time, been reduced to negligible proportions, although its efficiency is far greater than any of the older types of device used for bearing protection, and for this reason it is particularly suitable for application to roller-bearing axleboxes. It consists of an L-shaped packing member, the lip of which is maintained in contact with the revolving shaft by means of a light-tension spring; the whole arrangement is mounted in a neat metal housing, the outer diameter of which is a press fit into a recess provided in the bearing to be sealed. Fig. 2 shows a typical application to a roller-bearing railway axle box. Designed to ensure the utmost economy of which such bearings are capable, it may be taken that, when compared with plain bearings, a saving of 85 per cent. or more may be expected in the cost of lubrication; refills are reduced to one every six months or so.

of these oil seals. It will be seen, therefore, that there are few bearings for which some standard form of oil seal is not readily available.

Although the type shown in Fig. 1 is generally used for normal bearings, the principle used permits the maximum flexibility, and lends itself readily to special

applications and adaptations. As an example of this, Fig. 3 shows a type of seal used where the space available is limited. In this instance it will be seen that a very narrow housing is obtained by omitting the coiled spring; reliance is placed upon the pressure and flexibility of the lip of the packing member to ensure close contact with the shaft. Fig. 4 shows a combination of methods used in Figs. 1 and 3 to form a dual seal, and which is used for those applications where it is necessary, not only to ensure retention of oil in the bearing, but also to provide against the risk of passage, in the reverse direction along the shaft, of abrasive mixed with water and possibly under some slight pressure which, without this further protection might be sufficient to overcome the sealing effect of the spring used in the single type of seal.

The frictionless character of these oil seals also makes them suitable for permanent-way trolleys. Other applications to railway work which suggest themselves are locomotive valve motions, in fact at any of the increasing number of points where anti-friction bearings are now being used. The advent of the internal-combustion railcar, with its system of transmission and gear box, makes it probable that, in this field, these oil seals will shortly become widely used as they are in the motor-vehicle industry in which their initial development occurred.

**G.W.R. NEW-TYPE REFRIGERATOR VANS.**—Fifty refrigerator vans of a new type, for the conveyance of perishable traffic, are to be built by the G.W.R. at Swindon Works. The vans will be equipped for carrying a special refrigerant and constructed for working on fast passenger and freight services.

**L.M.S.R. SPECIALS FOR CHRISTMAS GIFTS.**—From December 10, 1945, until Christmas Day, the L.M.S.R. is running 81 special trains, into and out of London stations, conveying Parcels Post. In addition the L.M.S.R. will run numerous other special trains, serving all the important points on its system for the conveyance of parcels post and railway parcels in general. In London a special depot at Maiden Lane Goods station is staffed by 300 L.M.S.R. and G.P.O. personnel.

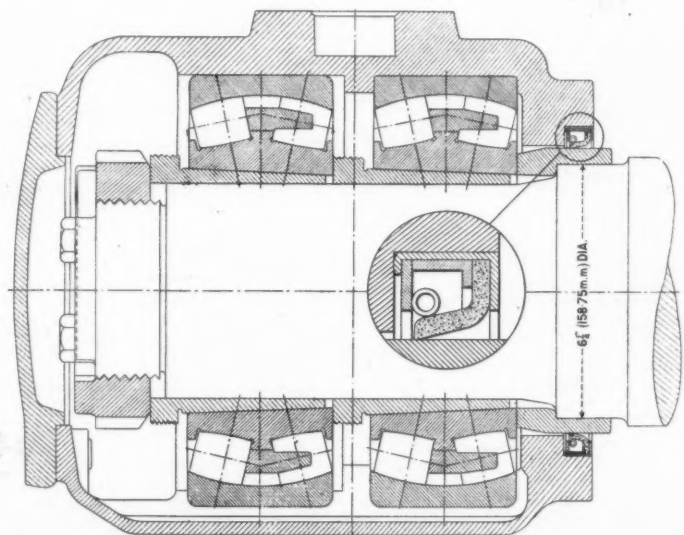


Fig. 2—Application to roller bearing axle box

## Building the Inner Circle Railway—3

### A dummy railway house

WHEN the Western Extension of the Metropolitan Railway was under construction, in 1864 and 1868, from Paddington to South Kensington, it virtually encircled the western limit of urban development, and, as a result, the contractors (Kelk & Lucas) encountered many problems in carrying out their work simultaneously with the development of the district.

In recording the opening to public traffic on October 3, 1868, of the Paddington to Gloucester Road section, *The Illustrated London News* said: "There are few districts of the metropolis which have made more rapid advances in architectural decoration than that now opened up by the Paddington Station. A dozen years since the Great Western Hotel stood out alone in a neighbourhood of poor dwellings and humble shops altogether inadequate to the wants of the adjacent district of Westbournia. The clearance effected by the extension of this railway has led to important improvements, and the edifices recently erected in Craven Road, upon the very crown of the arches forming the railway—though devoted to purposes of trade—have an air of architectural lightness and beauty perfectly refreshing after the dreary waste of metropolitan suburban architecture to which we have been accustomed."

Just beyond Craven Road there is a little-known feature of London railway topography, which is the subject of practical jokes periodically, in the form of a



Metropolitan Railway cutting crossing Leinster Gardens, Bayswater, at right angles. The view was taken after Nos. 23 and 24 had been demolished, and before the dummy house was erected



Left: Frontage of dummy house (No. 23) in Leinster Gardens, Bayswater. Right: Blank wall which forms the back, as seen from the railway; the structure is only 5 ft. in depth



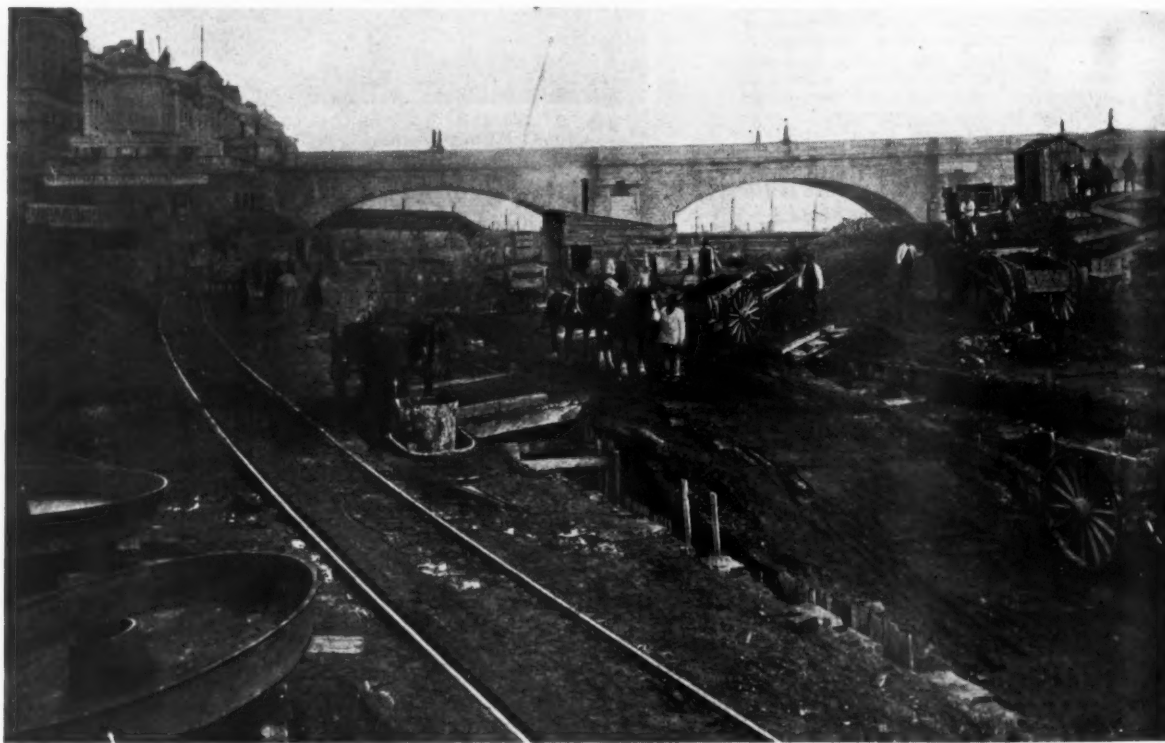
dummy house in Leinster Gardens, Bayswater, built by the old Metropolitan Railway. When this section of the Inner Circle was under construction, it crossed at right angles in open cutting the then fashionable thoroughfare of Leinster Gardens, Nos. 23 and 24 of which were demolished. The inhabitants protested against leaving an ugly gap through which could be seen the mouth of a smoky tunnel, so the Metropolitan Railway erected a dummy house identical in outward appearance with those on each side of it to cover the offending gap. It is only 5 feet deep from front to back, and from the railway track is a blank wall.

Although the front door has no key-hole, the house bears the number 23, Leinster Gardens, and stories are told of how taxicabs have deposited many passengers outside the door without revealing that their passengers are the subjects of practical jokes. It is said that coalmen have been ordered to deliver loads of coal, and that milkmen have left bottles of milk outside the front door.

We are indebted to Captain A. H. Henderson-Livesey for the accompanying modern photographs, from which it will be seen that the frontage presents a complete facsimile of a house with windows and balconies of a five-storey house.



*Pioneer excavation and heading under residential property in Leinster Gardens, Bayswater, when the Western Extension of the Inner Circle line, Metropolitan Railway, was under construction*



*Building the District Railway and the Victoria Embankment simultaneously in 1868, immediately to the west of the old Waterloo Bridge (built by Rennie), at the foot of Savoy Street*

**LLANGOLLEN ACCIDENT, G.W.R.**—The official report on the accident near Llangollen, G.W.R., on September 7, 1945, has been issued. About 3.30 a.m. a portion of the bank of the Shropshire Union Canal, owned by the L.M.S.R. and located above the G.W.R. line, gave way and the embankment was breached, leaving the track suspended. The 3.35 a.m. mail and parcels train from Chester ran into the

gap so created, was wrecked, and caught fire. The driver was killed. The block and telephone wires had remained intact and thus no warning of the danger had been received. Lt.-Colonel G. R. S. Wilson conducted the inquiry, assisted by Mr. C. T. Gardner, Deputy Director of Canals, Ministry of War Transport. No blame is attached by it to any person. Lt.-Colonel Wilson concludes that the failure of the

canal bank was due probably to the unstable condition of the underlying boulder clay formation, evidently of water-bearing type. Subterranean water channels may have created voids. An exceptionally heavy day's rain a month previously also may have contributed to the failure, and possibly road traffic vibration. There were no grounds, however, for suspecting any serious risk to the safety of the line.

## RAILWAY NEWS SECTION

## PERSONAL

Lord Ridley has been elected to the board of Lloyds Bank Limited. He is a Director of the London & North Eastern Railway Company.

Mr. R. J. Howley has resigned the Chairmanships of the Northern General Transport Co. Ltd. and Trent Motor Traction Co. Ltd., but continues to serve on the boards. Mr. W. T. James succeeds Mr. Howley as Chairman of the former company, and Mr. R. P. Beddow as Chairman of the latter. Both companies are associated with the British Electric Traction Co. Ltd., of which Mr. Howley is Chairman.

Mr. Frederick Burrows was received in audience by His Majesty on December 6 and kissed hands on his appointment as Governor of Bengal, when the King conferred on him the honour of Knighthood and invested him with the insignia of a Knight Grand Commander of the Most Eminent Order of the Indian Empire. Sir Frederick and Lady Burrows subsequently had the honour of being invited to luncheon with Their Majesties. Sir Frederick Burrows is a former President of the National Union of Railwaymen.

The late Sir Laurence Edward Halsey, who had been an Auditor of the L.N.E.R. since 1938, left £117,372.

Mr. Henry J. Peacock, O.B.E., Assistant Superintendent of the Line (Cardiff), Great Western Railway, who, as recorded in our November 30 issue, is retiring at the end of the year, was born in Bristol, and entered G.W.R. service as a clerk in the Divisional Locomotive Superintendent's Office, Bristol, in 1898. After a few months he was transferred to the Traffic Department as booking clerk at Stapleton Road Station. In the next year he was moved to the Bristol Divisional Traffic Superintendent's Office, where he remained until January, 1915, when he was transferred to the Office of the Superintendent of the Line, Paddington (Freight Operating Section), becoming Chief of that section in 1923. In 1929 he returned to Bristol as Assistant Divisional Superintendent, and in 1933 was promoted Divisional Superintendent, Worcester. In 1937 Mr. Peacock was appointed Operating Assistant to the Superintendent of the Line, Paddington, which position he vacated in January, 1939, to become Divisional Superintendent, Cardiff. The war caused South Wales to become a focal point of vital importance so far as the G.W.R. was concerned, as not only was there greatly-increased traffic to be handled, such as coal, iron and steel, but also large aerodromes and munitions and other Government factories then being built in South Wales made heavy demands on transport. The ports in the Bristol Channel began to deal with considerably-increased traffics, imports and exports, which assumed unprecedented dimensions with the entrance of the U.S.A. into the war. To deal with the operating problems thus created, the G.W.R. decided to appoint a resident headquarters railway officer at Cardiff, and in February, 1941, Mr. Peacock was selected, with the title of Assistant Superintendent of the Line. Mr. Peacock represents the G.W.R. on the South Wales Joint Transport Com-

mittee (Coal Mines Executive Board) and the South Wales Joint Transport Committee (Iron & Steel Control). He is also a member of the executive committee of



**Mr. H. J. Peacock**

Assistant Superintendent of the Line (Cardiff), G.W.R., 1941-45

the South Wales & Monmouthshire Industries Association, and is Railway Labour Supply Officer (Operating Grades) for Wales under the Minister of War Transport. He was appointed an Officer of the Order of the British Empire in the King's Birthday Honours, 1944, and, in the same year, an Officer (Brother) of the Order of St. John of Jerusalem.

Mr. R. C. Y. Kirkpatrick, M.C., M.Inst.C.E., who recently retired from the position of Divisional Engineer, London, Great Western Railway, received his education at Harrow School and University College, London, and was two and a half



**Mr. R. C. Y. Kirkpatrick**

Divisional Engineer, London, G.W.R., 1926-45

years at the Surrey Commercial Docks, obtaining experience of large dock construction. He entered the service of the Great Western Railway in October, 1899, under Mr. W. Y. Armstrong, New Works Engineer, and in 1902 became a Sub-Resident Engineer on the construction of the new line between Northolt and High Wycombe; he was transferred to the Divisional Engineer's Office at Wolverhampton in 1906, and appointed Chief Assistant to the Divisional Engineer there in 1909. In 1922 Mr. Kirkpatrick was appointed Divisional Engineer of the new Central Wales Division, comprising practically the whole of the former Cambrian Railways, with portions of the Great Western, Brecon & Merthyr, and Neath & Brecon lines, one of the principal physical characteristics of the division being the long length of coastline, necessitating the provision and maintenance of a large amount of sea defence work. In 1926 he was appointed Divisional Engineer, London; this division comprises just over 1,000 miles of track, and extends to Hampshire, Wiltshire, Oxfordshire and Gloucestershire. Mr. Kirkpatrick volunteered for military service in May, 1915, and was given command of the 116th Railway Construction Company, R.E., the first company formed of G.W.R. volunteer platelayers; four years were spent with this company on railway construction work in Egypt and Palestine. He was awarded the Military Cross and twice mentioned in despatches, and demobilised in 1919, with the rank of Major.

We regret to record the death in Bombay on November 17, at the age of 65, of Diwan Bahadur B. R. Singh, who was the first Indian permanently to be appointed Agent of a major Indian railway. He was Agent of the Eastern Bengal Railway from 1932 until 1935, when he retired. Diwan Bahadur Singh joined the Indian State Railways in 1903 as an Assistant Engineer. He became an Executive Engineer on the Eastern Bengal Railway in 1909, and later officiated as Deputy Chief Engineer. In 1925 he was appointed Senior Government Inspector of Railways, first in Calcutta and then in Bombay. In 1926 he returned to the Eastern Bengal Railway as Deputy Chief Engineer, subsequently was appointed Chief Engineer, and, in 1932, Agent.

Thos. Cook & Son Ltd. announces the appointment of Mr. John Hay Eaton as Accountant & Assistant General Manager for Egypt and the Sudan, Iraq and East Africa.

We regret to record the death in Johannesburg on November 16, in his 72nd year, of Mr. F. H. Dutton, who retired in 1932, from the position of Signal Engineer, Johannesburg, South African Railways & Harbours. The fourth son of the late Mr. S. T. Dutton, of Worcester, founder of a once well-known signalling firm in that city, he travelled for his father's business in various places, but eventually joined Saxby & Farmer Limited, and became its representative at Cape Town. During the South African war his services were requisitioned by the military authorities to deal with signalling on the Transvaal and Orange Free State lines; and, when these were formed, after the war, into the Central South African Rail-

ways, Mr. Dutton continued in the service as Head of the Signal Department. This arrangement continued after the Union Administration had been created in 1910, until both he and the late Mr. P. Anderson, who had been Signal Superintendent, Cape Government Railways, had left the service. In 1932, the whole of the signalling on the South African Railways was brought under Mr. S. Starkey as Chief Signal Engineer, who retired some four years ago, to be succeeded by Mr. H. W. Jackson.

Mr. H. F. Sanderson, District Goods Manager, Newcastle, L.N.E.R., who, as recorded in our November 30 issue, has been appointed Principal of the L.N.E.R. All-Line Commercial School shortly to be opened at Darlington, has held various

placed in charge of the Sack Section of the Goods Manager's Department at York, transferring in 1921 to the Rates Section for special duties. In 1922 he was appointed Head of the Mileage & Demurrage Section, and in 1923 became Chief Staff Clerk in the Superintendent's Department at York. Mr. Allen was appointed Dock Superintendent, Middlesbrough, in 1927. He became Acting District Goods & Dock Manager, West Hartlepool, in 1940, and Acting District Goods Manager, Hull, in 1943. He was appointed Acting District Superintendent, Darlington, last April.

Mr. J. I. G. MacGregor, M.Inst.C.E., F.R.S.E., Assistant Engineer, Edinburgh, L.N.E.R., who, as recorded in our November 9 issue, has retired, was born at Dunas-

Wales system grow from 17 million to 254 million a year. Mr. Quinton has been the recipient of a presentation from the Commissioner for Railways, New South Wales, Mr. T. J. Hartigan.

Mr. T. Barty, M.I.Loco.E., M.I.A.E., M.Inst.T., who recently retired from the position of Sales Engineer for Road Brakes & Steam Heating, Westinghouse Brake & Signal Co. Ltd., was educated at Ewart High School, Newton Stewart, and at Glasgow & West of Scotland Technical College (now Royal Technical College, Glasgow). He served his apprenticeship at the Caledonian Railway Locomotive Works, St. Rollox, and was for a time in the drawing office there. He subsequently held positions as Assistant Locomotive Foreman at various running sheds, and later was



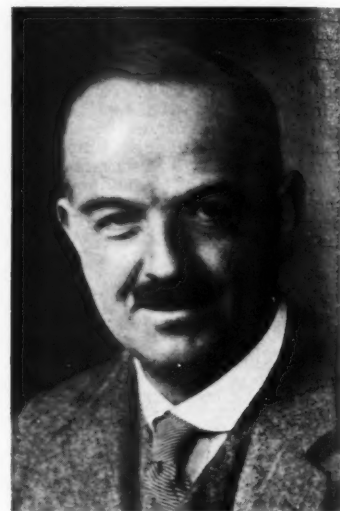
**Mr. H. F. Sanderson**

Appointed Principal, L.N.E.R. All-Line Commercial School



**Mr. J. I. G. MacGregor**

Assistant Engineer, Edinburgh, L.N.E.R., 1938-45



**Mr. T. Barty**

Formerly Sales Engineer (Road Brakes & Steam Heating), Westinghouse Brake & Signal Co. Ltd.

positions in the Traffic Department of the L.N.E.R., having joined the North Eastern Railway as a Traffic Apprentice in 1921. In 1931 he was appointed Commercial Advertising Agent of the L.N.E.R. with headquarters at Marylebone, and later held the position of Assistant District Superintendent, Stratford, before being appointed District Superintendent, Cambridge, at the end of 1934. Mr. Sanderson was appointed District Goods Manager, Newcastle, in 1936. He served in France with the Transportation Troops, Royal Engineers, in 1939 and 1940, and commanded No. 2 Railway Operating Group, R.E., with the rank of Lt.-Colonel, until September, 1940, when he was released from the Army at the request of the railway company to resume his duties at Newcastle.

Mr. W. P. Allen, M.C., M.Inst.T., Acting District Superintendent, Darlington, L.N.E.R., who, as recorded in our November 30 issue, has been appointed District Goods Manager, Newcastle, entered the service of the late North Eastern Railway in 1910. He enlisted in the Royal Fusiliers in 1914, and later was transferred to the Machine Gun Corps. In 1917 he was awarded the Military Cross. Subsequent to the signing of the armistice he was attached to the Railway Operating Division, R.E., and on demobilisation returned to railway service in the Superintendent's Department. In 1920 he was

kin, Ayrshire, and commenced his training in engineering under the late Mr. W. Melville, Chief Engineer of the former Glasgow & South Western Railway. In 1901 Mr. MacGregor was appointed an Engineer's Assistant with the former North British Railway, Glasgow, and in 1909 was transferred to Edinburgh as the Senior Assistant to the New Works Department in the Head Office of the Engineer-in-Chief. In 1916 he was appointed District Engineer for the Border District of the N.B.R. at Carlisle, and seven years later took up a similar position at Edinburgh. Mr. MacGregor returned to the office of the Engineer-in-Chief as District Engineer (Head Office) in 1929, and in 1938 he was appointed Assistant Engineer (Scottish Area), L.N.E.R.

Mr. J. H. N. Thompson has been elected a Director of John Thompson Engineering Co. Ltd.

All local service records have been broken by Mr. W. C. Quinton, Superintendent of Passenger Transportation, New South Wales Government Railways, who retired recently, after being in the Traffic Branch for 55 years. In the four years from 1925, when New South Wales had Area Commissioners, Mr. Quinton carried that designation at Newcastle. The last 16 years of his service was spent in Sydney. In his long career he saw passenger journeys on the New South

transferred to the Locomotive Superintendent's Office as Assistant to Chief Running Inspector. In 1907 Mr. Barty was appointed by the Westinghouse Brake Co. Ltd. to inaugurate and supervise its Steam Heating Department, which involved a considerable amount of travel on the Continent, and to Argentina. When the company took up the manufacture and sale of brakes for road vehicles, he was placed in charge of that department. During the 1914-18 war Mr. Barty was in command of a Light Railway Company, R.E., in the 3rd Army Area in France, and later of a Broad-Gauge Railway Workshops Company, R.E., at the C.M.E. Works, St. Etienne du Rouvray.

#### L.N.E.R. STAFF CHANGES

Mr. A. P. Ross, Chief Stores Superintendent, is retiring on January 1, 1946, and Mr. H. A. Butler, Traffic Stores Superintendent, is retiring on January 26. Mr. F. H. Colebrook has been appointed Purchasing Agent, responsible to the Chief General Manager, and Mr. A. Forbes Smith, Assistant Goods Manager (Southern Area), has been appointed Traffic Stores Superintendent, responsible to the Chief General Manager.

Mr. A. F. Moss, District Superintendent, Nottingham, has been appointed District Superintendent, Glasgow, in succession to Mr. J. McNeill, retired.



## CHAIRMANSHIP OF R.C.H. CONFERENCES

The following have been elected Chairmen of the undermentioned Railway Clearing House conferences for 1946:—

General Managers' Conference: Sir Charles H. Newton (Chief General Manager, L.N.E.R.).

Operating Superintendents' Conference: Mr. R. Gardiner (Superintendent, Scottish Area, L.N.E.R.).

Coaching Traffic Superintendents' Conference: Mr. C. G. G. Dandridge (Passenger Manager, Southern Area, L.N.E.R.).

Goods Managers' Conference: Mr. F. W. Lampitt (Chief Goods Manager, Great Western Railway).

## L.M.S.R. STAFF CHANGES

Mr. E. G. Horton, District Engineer, Northampton, to be District Engineer, Watford, in place of Mr. E. Hope, retiring.  
Mr. B. E. Walker, New Works Assistant, Glasgow, succeeding Mr. E. G. Horton as District Engineer, Northampton.

Mr. E. F. Boivie, Assistant to District Engineer, Blackburn, to be Assistant to District Engineer, Manchester, in place of Mr. C. M. A. Whitehouse, retiring.

Mr. T. Buckley, Chief Draughtsman, District Engineer's Office, Liverpool, succeeding Mr. E. F. Boivie, as Assistant to District Engineer, Blackburn.

Mr. F. Fawcett, Assistant to District Engineer, Barrow, to be Assistant to District Engineer, Walsall, in place of Mr. G. F. Trench, retiring.

Mr. B. L. Bell, Acting Chief Draughtsman, District Engineer's Office, Blackburn, succeeding Mr. F. Fawcett, as Assistant to District Engineer, Barrow.

Mr. F. H. Fisher, District Goods & Passenger Manager, Swansea, to be District Traffic Manager, Chester, in place of Mr. R. D. Roberts, retiring.

Mr. D. M. Turnbull, Assistant (Signalling), Chief Operating Manager's Office, Watford H.Q., succeeding Mr. F. H. Fisher as District Traffic Manager, Swansea.

Mr. F. W. Youd, Divisional Controller (Passenger Services), Office of Divisional Superintendent of Operation, Manchester, to be District Operating Manager, Manchester (Western).

Mr. R. Howard, Assistant Divisional

Controller (Passenger Services), Office of Divisional Superintendent of Operation, Manchester, succeeding Mr. F. W. Youd as Divisional Controller (Passenger Services), Office of Divisional Superintendent of Operation, Manchester.

Mr. J. L. O'Connell, Chief Veterinary Surgeon & London Horse Superintendent, to be Chief Veterinary Surgeon & Horse Superintendent, Chief Operating Manager's Office, Watford H.Q.

Mr. J. C. Rogers, Assistant District Controller, Chester, to be Assistant District Traffic Manager (Traffic Operating), Chester, in place of Mr. A. E. Gaudern.

Mr. J. Story, Assistant District Goods & Passenger Manager, Swansea, to be Assistant District Traffic Manager, Swansea.

Mr. T. P. Bennett, Operating Assistant to District Goods & Passenger Manager, Swansea (located Abergavenny), to be Operating Assistant to District Traffic Manager, Swansea (located Abergavenny).

Mr. S. M. Audinwood, Assistant (Motive Power), Office of Divisional Superintendent of Operation, Derby, to be Assistant District Operating Manager, Derby.

Mr. R. North, District Controller, Rowsley, to be District Controller, Kirkby-in-Ashfield, in place of Mr. H. E. James, retiring.

Mr. W. S. Creighton, District Coal Traffic Agent, Birmingham, to be Passenger Assistant to District Goods & Passenger Manager, Stoke, in place of Mr. Hawthorne, deceased.

Mr. A. W. Shoulder, Chief Transit Clerk, District Goods Manager's Office, Broad Street, to be Goods Agent, Haydon Square & City, in place of Mr. R. C. Workman, retired.

Mr. F. Williams, Chief Transit & Station Working Clerk, District Goods Manager's Office, Wolverhampton, to be Goods Agent, Darlaston, in place of Mr. A. C. Orr, retired.

Mr. H. R. Yiend, Tranship Inspector, Chief Operating Manager's Office, Watford H.Q., to be Goods Agent, Chester, in place of Mr. A. T. Frost, promoted.

Mr. G. H. Fleming, Assistant District Controller, Stoke, to be Stationmaster, Southport, in place of Mr. T. W. Leach, retired.

Mr. H. Collins, Stationmaster, Bletchley, to be Stationmaster, Rugby, in place of Mr. J. Roberts, retiring.

Mr. D. Armstrong, Chief Clerk, District Goods & Passenger Manager's Office, Ayr, to be Parcels Agent, Glasgow (Central & St. Enoch), in place of Mr. E. J. Roddan, retired.

Mr. W. Wright, Assistant to Divisional Controller (Freight Services), Office of Divisional Superintendent of Operation, Manchester, to be Yardmaster, Aintree, in place of Mr. G. Lumby, retiring.

Mr. V. Yelland, Chief Clerk, Goods Department, Huddersfield, to be Chief Commercial Representative (Wool), Bradford.

Mr. C. G. Winson, Senior Textiles Assistant, Research Manager's Department, Derby, to be Textiles Technologist, in place of Mr. W. Pritchard, retiring.

## G.W.R. APPOINTMENT

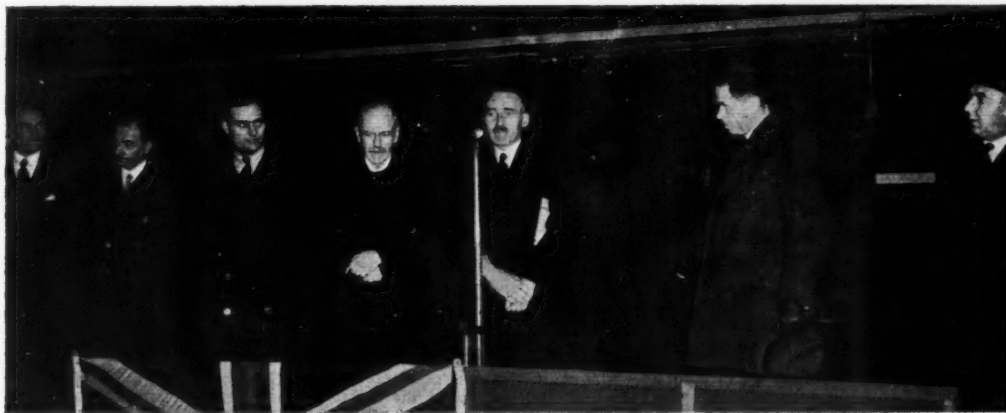
Mr. R. H. Jones, A.R.I.B.A., Leading Draughtsman, Architect's Office, Paddington, has been appointed Assistant, Architect's Office, Paddington. Mr. Jones served in the Royal Navy from 1915 to 1918. He was a pupil of Mr. J. Cook Rees, Architect, Neath, and studied at the Liverpool University, gaining a Diploma of Architecture with Distinction in Construction. Mr. Jones is the son of the late Mr. Henry Jones, who was District Estate Agent, Neath, G.W.R.

The late Rt. Hon. Leslie Burgin, who was Minister of Transport, 1937-39, and Minister of Supply, 1939-40, left £79,042.

We regret to record the death on December 8, at the age of 79, of Lt.-Colonel Frank Rayner, C.B.E., D.S.O., T.D., Director, Trent Navigation Company.

Consequent on Mr. Victor Watlington having expressed a wish to retire next year from the position of Director of the British Electrical & Allied Manufacturers' Association on completing 50 years of service in the electrical industry, the B.E.A.M.A. council has agreed to release him as soon as a suitable successor can be found.

## Naming of Southern Railway "Merchant Navy" Class Locomotives



The Earl of Radnor, Deputy Chairman, Southern Railway Company, speaking during the ceremony on November 27 (referred to in November 30 issue), when "Merchant Navy" class engines Nos. 21C14 and 21C15 were named "Nederland Line" and "Rotterdam Lloyd", respectively, by Mr. A. F. Bronsing and Mr. W. Ruys

Left to right: Mr. R. M. T. Richards, Traffic Manager, Southern Railway; Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Railway; Mr. Lucien Ruys, Director, Netherlands Ministry of Shipping; Mr. Willem Ruys, Managing Director, Rotterdam Lloyd; Lord Radnor; Mr. A. F. Bronsing, Managing Director, Nederland Line; Sir Eustace Missenden, General Manager, Southern Railway

## Buenos Ayres Great Southern Railway Co. Ltd.

The ordinary general meeting of the Buenos Ayres Great Southern Railway Co. Ltd. was held on December 5 at the offices of the company, River Plate House, Finsbury Circus, London, E.C.2. Sir Montague J. Eddy, C.B.E., the Chairman of the company, presided.

The Acting Secretary (Mr. J. M. Hobday) having read the notice convening the meeting and the report of the auditors,

The Chairman said: This is an occasion when we may well be glad in that we meet today in this old hall of ours without the menace of at any moment hearing the ominous screech of the siren warning the near approach of air raids or flying bombs. I trust that you will not deem it inappropriate at the commencement of our proceedings to remember the volunteers from our staff who have each, in their own sphere, helped to secure for us that immunity. We remember with respect, admiration, and pride those who have passed on in the service of their King and country, and send our sincere sympathy to all those who grieve for them. Likewise, we extend our thanks to all those who perforce had to remain at their posts to look after the interests of national importance entrusted to them, both in London and abroad: they have faithfully performed their duty.

Carrying on the policy of closer co-operation between the British-owned Argentine railways, Lord Forbes, now Chairman of the Central Argentine Railway, has joined our board, and in due course I shall propose his re-election.

The constitution of our British-Argentine Railway Council in London, at which all questions of common policy are discussed and action decided, has been strengthened by the inclusion of two representatives from each company instead of only the Chairmen. In addition, any director is entitled to attend its deliberations.

It has also been decided that in Argentina our representation should be strengthened. To this end, we have created a Resident Board which will be composed of directors from London acting together with our General Managers who each have been named Managing Directors of their respective companies. In this way it will be possible to enable more concerted and immediate action in questions of common interest *vis-a-vis* the authorities to be taken. The setting up of this new body was left to me to arrange, in conjunction with Mr. Leslie, Director of the Central Argentine Railway, and Colonel Adeane, Director of the Buenos Ayres & Pacific Railway, during my recent visit. I wish to express all our thanks—and my own in particular—to these two gentlemen. They remained in Buenos Aires for considerably longer than they had intended, but by so doing rendered all the companies most valuable service.

Our local committee remains, and we enjoy the advantage, as always, of the sound advice of its Chairman, Dr. Leguizamón, and his colleagues.

### RESIGNATION OF SIR SAM FAY

I have to report the resignation of Sir Sam Fay on the grounds of advancing years. He has served on your board for 26 years. A man of vast railway experience, his counsel during his service with us has been most valuable. He was a

wonderful friend. I am sure we will all wish him well in his retirement.

We have been fortunate in being able to induce Sir Edward Mather-Jackson to join our board. He has, during the war, had a distinguished career in the Foreign Office, where his attention was specially directed to financial and economic questions dealing with South America. He has agreed to spend the major part of his time in Argentina.

Our Chief Engineer, Mr. Creswell, has had to retire through ill-health. He joined the Western Railway in 1906, and was appointed Chief Engineer in 1930. With the closer working arranged between the Southern and Western Railways, he was appointed Chief Engineer of both railways in 1933. During his period in charge, many innovations and improvements were introduced in our methods of track maintenance which, while increasing efficiency and the life of the track, also brought about very considerable economies in expenditure. You will, I am sure, wish to extend to him your sympathy and hopes that his health will improve now that he is relieved from the burden of his exacting duties.

To succeed Mr. Creswell, we have appointed Mr. Sandham, a London University graduate, who joined as a youngster in 1921, and has steadily worked his way up the ladder. He has proved himself in every post he has held and we have full confidence that he will worthily fill his important appointment.

It is with the deepest regret that I have to report the unexpected death of Dr. Rodolfo Bullrich. Dr. Bullrich joined the Western Railway in 1920, being appointed Chief Lawyer of the Southern and Western Railways in 1934, and in 1940 chief of the joint legal department of all the British-owned companies. He was a man of outstanding ability, highly respected in all circles. He will be greatly missed.

I must mention the moral and material assistance given to the Allied cause throughout the war by our non-British staff. The non-British of our railways, among whom the Southern and Western men have played an outstanding part, have contributed well over \$2,000,000 to Red Cross and other Civil Defence funds, but more important still has been the knowledge that they, in thought, were backing our cause. We are most grateful to them.

### THE ACCOUNTS

Turning to the accounts, it will be seen that after providing for exchange differences and for all fixed charges, there is a credit balance for the year of £208,692, which reduces the debit balance to be carried forward on net revenue account to £1,627,846.

Gross receipts show an increase of £2,123,227, accounted for in part by heavier traffic movement, especially passenger, and in part by the higher tariffs which came into force on December 1, 1944, under Government Decree No. 29394, which also authorised the company to retain the accumulated balance on the family subsidy fund amounting to £317,254, produced by an increase in tariffs of 2 per cent., authorised in September, 1943, especially for this purpose. The increase in gross receipts resulting from this second part—higher tariffs and the retention of the family subsidy—did not benefit the companies' net earnings

in any way. It was entirely offset by the accompanying increase in wages granted when the new tariffs were authorised.

Working expenses show an increase of £920,314, which was more than accounted for by the increased wages already mentioned. The increase is reflected under all main expenditure headings in the accounts.

Locomotive running expenses, however, in total decreased by £324,889 during the year. Although fuel consumption increased because of higher engine mileage, fuel costs decreased £471,000, mainly due to a reduction in the average issue price of fuel, as no charge was made in the accounts during the year under review in respect of tax on fuel oil supplied by the Railway Petroleum Company. Even after allowing for this decrease, our total fuel bill for the year amounted to £3,680,000, an increase over 1939-40 of no less than £2,887,000.

### FUEL DIFFICULTIES

The past year has been difficult as regards fuel, as, apart from the high cost, the quality has been inferior. Practically no English coal has been available, the small quantities received being chiefly South African. Oil fuel, which used to be three-quarters of our total consumption, has fallen to considerably less than a half. The deficit has had to be made good by the use of poor quality wood. This is a costly business for the Southern, as we have no forests on our line and we have to pay freight charges. A large number of wagons had to be diverted from paying load traffic, and the poor calorific value of the fuel slows down train movement, decreasing the turn-round of locomotives and other rolling stock.

Sir Edward Mather-Jackson, on his way to Buenos Aires, discussed the matter at length with the British Petroleum Mission and the United States Government officials in Washington. On his arrival in Buenos Aires, he followed up these discussions energetically with Eagle Oil & Shipping Company and our Embassy, whose good offices he secured. As a result of his able negotiations, it is gratifying to be able to tell you that arrangements have been agreed on so that we can again receive fuel oil imports. Tankers have been released and shortly we shall not only be able to reduce the issue price of fuel, but also increase the turn-round of our rolling stock and thus increase our earnings. Due to difficulties I have briefly outlined, when I left Buenos Aires last month, we had two million tons. The promise of increasing arrears of traffic waiting of some oil fuel supplies will enable us to clear off these arrears with benefit to our gross receipts.

Above all, it will mean that over a million tons of grain accumulated in the interior through the lack of fuel, can now begin to move steadily towards the ports, thus making possible the export of these essential supplies for the relief of North Western Europe.

Ancillary services show decreases in both receipts and expenses. In the early part of the financial year, the Argentine Government took over the operation of our grain elevators at Ing. White and Puerto Galvan and the effect of this is reflected in the decreases shown. At Ing. White our elevators have been expropriated and a deposit of \$14,916,000 has been handed over to us. The final value to be paid for them by mutual agreement will be discussed in the Courts after expert valuations made by both sides have been submitted. The elevators at Galvan have



been taken over by the Government on a rental basis.

Exchange loss on remittances reached a total of £1,299,415, an increase of £273,704 over last year. Other exchange differences required a provision of £8,381, a credit of £246,898 last year, resulting in an increased charge to net revenue account this year of £255,279. The total increase in respect of all exchange differences for the year is therefore £528,983.

#### THE EXCHANGE QUESTION

I have been asked to comment upon the exchange question. Last year I explained that there were two factors to bear in mind: one, the difference in the buying and selling rates imposed by the Argentine Government, whereby a net average difference of some two pesos profit goes to the Government, and which we contend is a tax from which the railway companies should be exempt; and two, the fixed depreciation of the peso as against sterling which is established by the exchange control between Governments, having in mind the general financial interests of their countries. Were it possible for exchanges to be decontrolled then our financial position in terms of sterling would show very different figures, and I believe I am not exaggerating when I say that the reduction in our profits, expressed in sterling, of £1,300,000 would disappear entirely. Until the financial negotiations between the United Nations come to some satisfactory conclusion, it is impossible to forecast the final solution of this burden upon our finances.

Turning now to the balance-sheet: Taking first the liabilities side, under the heading of creditors, expenses accrued and provision for contingencies there is a decrease of £563,000 compared with last year. This is due mainly to the release of the amount of the family subsidy, which was held in suspense at June 30, 1944, and to the liquidation of the reserve which had been made to meet the cost of collection of employees' contributions to the pension fund. Other items showing decreases were amounts due to the National Pensions Fund Board and ordinary creditors for materials, etc., supplied.

You will see that our general reserve shows a further increase this year of £192,000. When the Railwaymen's Pension Law was passed in 1919, the companies were charged with the obligation of collecting through the pay sheets the men's contributions to the fund. The companies contended that the law provided that they should be paid for the cost of the additional work necessitated by these deductions. This contention was disputed by the pension fund authorities. I am glad to be able to tell you that now, at last, an agreement has been reached whereby the companies' contention has been sustained, thus releasing the major part of the reserve we have been making each year to cover such charges since the pension fund came into force.

On the assets side of the balance-sheet, you will see that the item of debtors, interest accrued, payments in advance and debit items in suspense shows a decrease of £175,000. Lower balances due from other railways for traffic carried, and a reduction in other items under this heading generally, account for this decrease.

**Debtors for Freight Accounts:** This item shows an increase of £386,000 and is mainly due to increased balances at stations and outstanding freight accounts to be collected at June 30, the natural result of the heavier traffics carried.

**Government Freight and Other Accounts:** These show a net increase of £119,000 over last year. The National Government account increased by £145,000, and the Provincial Government account showed a decrease of £26,000. Collections during the year in respect of freight accounts amounted to £459,000 and £129,000 respectively, compared with collections last year of £357,000 and £101,000.

Stores on hand and in transit show a decrease in value of £823,000. The continued reduction in our stocks of sleepers, rails, spare parts and general stores, etc., together with a decrease of some £387,000 in the value of fuel stocks on hand at June 30, account for this decrease.

#### REPLY TO ALLEGATIONS

Last year, I told you, in connection with the Argentine Government's order to grant large increases in wages and other concessions to the railway workers, that the companies had resisted this order as they had no funds with which to meet such outgoings; and that finally, after arduous discussions, an increase of freight rates was conceded to meet these increased costs only, not one of the measures sought for to improve the financial position of the companies being granted.

This arrangement in certain circles has been the focal point of attack against the companies. Allegations that the Government had given the companies costly concessions and that the companies are securing large profits as a result, and that the railways got everything they wanted, have been made. The facts are that the companies have not benefited one penny piece from these increased rates. Not one of the measures they asked for to improve their own financial position was granted. I cannot express too strongly our deep disappointment and concern that such manoeuvres should be used to prejudice public opinion against undertakings which, as has been publicly admitted by leading Argentine Statesmen during the past five decades, have contributed more than any other factor to the development and well-being of the country.

#### A CATEGORICAL DENIAL

I wish to kill this canard once and for all by the categorical statement that the 1944 agreement gave no benefit to the companies. All the benefits went to the workmen—to the companies, nothing. To-day, as before the arrangement, the shareholders receive no return on the money they spent in Argentina. May I suggest that the critics pause to reflect for one moment? Then they cannot but realise the invaluable services given by the railways especially during the war years; the incredible difficulties that have been surmounted to keep transport moving, the burden of which was almost entirely thrown on the railways, and that but for the success with which they achieved their task, economic disaster might well have resulted.

I realise that you are all anxious to learn what the prospects of our railways are. Let us review our present position.

We work in a foreign currency: our financial obligations are in sterling. If the currency we work in, namely, pesos in our case, depreciates, the only way to make up the deficiency in sterling is to increase the peso earnings. That means that at to-day's rate of exchange we must earn \$16 to receive £1 here, instead of \$11.45, which is the old parity rate.

From the accounts you will have seen that the results of the year's working have

enabled us to cover our prior charges. What are the prospects of improving this position? As to exchange, the Argentine Government can give immediate help to the extent of granting us exchange at its average buying rate, which would mean a substantial reduction in the exchange loss. Further relief in this respect can come only by a recovery in the value of the peso, but as I have said, this can only be when the present financial set-up between nations, and exchange control, are modified in our favour.

An item to which we can look with good hopes is the probable decrease in expenditure through cheaper fuel and materials. The issue price of our fuel during 1944-45 was \$81.72m/n. per ton in terms of coal as compared with \$18.50 in 1939-40—or a total increase of \$33,000,000, the actual expenditure this year being just over \$42,000,000. It is not too optimistic to forecast in the not too distant future a considerable reduction in the issue price of fuel which, coupled with the higher calorific value of oil fuel, should, within a reasonable period, reduce our expenditure on this item very substantially, while the introduction of modern equipment, especially diesel-electric locomotives and traction can also be depended on to effect further considerable economy.

On the other side of the account, however, we have to consider the increased expenditure we would have to face after the end of 1946 if we failed to obtain an extension of the agreement made under the Mitre Law, whereby the railways, in return for the payment of a single tax of 3 per cent. on their net receipts, were exempt from all other taxation, namely, import, national and provincial. Again, I must point out that, as elsewhere, social legislation tending to improve the standard of living of the working classes is increasing, which must necessarily increase working costs.

We must, therefore, face the facts. The maintenance and gradual increase of our present level of gross receipts and present ceiling for our rates and fares is essential. This depends, not only on climatic conditions and world markets, but also on the rapidity of the revival of road competition. This spectre threatens the railway industry in many countries. In some it has been conjured—notably in the Union of South Africa. I have said—and repeat—"transport" must be considered as a whole. Railway transport is, and I believe always will be, the mainstay of any national transport system. It cannot maintain and expand its services in keeping with requirements unless the State intervenes to ensure an effective and adequate co-ordination between road, rail, and air transport. A strong, independent Transport Central Board will be essential. Road transport must be a controlled "public service." The same legal control and conditions of working must be applied equally to all. The right to work on the roads and give door-to-door facilities must be granted to railways on equal terms with road and air transport.

The necessity for implementing a new railway agreement which will cover questions of high policy such as this must be obvious to all, but it is not possible for me to say anything definite at this time. At the moment we are forced to adopt a waiting policy.

#### POLITICAL SITUATION IN ARGENTINA

As you know, the political situation in Argentina during the past two years has been one of great difficulty. Elections have now been called for February next,



after which we shall place our case before the new Government, so as to establish a new Charter by virtue of which we may be enabled to fulfil our task of giving an efficient public service necessary for the ever-increasing needs of a developing country.

It is not possible for me to indicate what form negotiations will take. We have read in the press that nationalisation of the railways forms a plank in the platform of one of the political parties. We know nothing of this proposal other than this bald press statement. Many leading Argentines are against nationalisation, believing that the present system is more advantageous to their country. On the other hand, many will maintain that it is an anachronism that such important services as railways should be controlled by foreign undertakings. Be this as it may, as I have already pointed out, the problem of transport in the Argentine exists as it does in every country, be it State or privately owned. The financial stability of the railways, the foundation of the transport system, must be secured.

#### AN INTEGRAL PART OF NATIONAL TRANSPORT

Sir David Kelly, His Majesty's Ambassador, to whom I wish to extend most grateful thanks for his ready sympathy, advice and help at all times, in an able speech at the victory dinner of the Centre of British Engineering and Transport Institutes on September 6, called attention once more to the railway problem. Among other sound statements, he said: "For over three years I have urged that the whole railway problem should be treated on a broad statesmanlike level as an integral part of the whole system of national transport."

Successive Governments have always shelved the consideration of the problem because of political expediency—political interests, vested interests, and labour interests always intervened and made inopportune the carrying into effect of any really constructive long-term plan. What is required is that both Government officials and the public at large should awaken to an understanding that the problem is essentially an Argentine one, that the railways are physical assets, forming an integral and permanent part of the national wealth; that unless the services they give be maintained, they, the people, will be the principal sufferers.

A distinguished Argentine senator wrote: "The day we dispel our mistrust of foreign capital and understand better the part it can still play in our progress, we shall have done more for our economic independence than all the utterances of exalted nationalism which are nothing more than expressions of a mistaken patriotism." If only public officials would cultivate a similar broadmindedness and visualise the great advantages that could be gained by such a policy? If only the general public would wake up to appreciate the prejudice caused to its interests by the increasing restrictive measures on railway transport affairs!

If they would but realise that progress so urgently needed in these postwar years is being strangled; that with encouragement and constructive help the railway companies could contribute to the expansion and economic wealth of the country in an equal degree, as they have done in the past; that a vast programme is required to eliminate the serious drawback of level crossings approaching and in large cities and suburban areas; to provide faster and more comfortable services;

to open new regions to develop and to enable mineral and other wealth to be brought into production—then they would demand as their right that the transport of their country should be studied and measures should be enacted to ensure that they can enjoy such advantages. I repeat, our case is an Argentine case. The major benefits of any satisfactory agreement will be enjoyed by Argentina and the Argentine people.

Let me assure you that we approach this critical year of 1946 with quiet confidence. The task before us is not an easy one. Many conflicting interests are involved. For our part, we shall approach the Argentine authorities in a spirit of good will and understanding. We shall hope to be met with the same spirit so that agreement satisfactory to all may be reached through united and constructive effort in a common cause.

The following is the latest information from Argentina as regards crops and prospects.

Transport difficulties are still very much to the fore. Priority which necessarily

has to be given to the conveyance of certain traffics such as grain to the ports and the general shortage of wagons for public service and of high-calorific fuels, will unfortunately preclude us from providing adequate service for the unprecedented outstanding tonnage of grain and other products awaiting transport. With the prospect of better supplies of liquid fuel, however, the outlook in this direction is more promising.

Our immediate need is a wholesale clearance of old grain stocks at stations in order to liberate storage space and enable us to manipulate the incoming fine grain harvest. The prospects for the latter continue to be good in the Province and fair in the Pampa. The shipping situation is improving and a good demand is anticipated for all agricultural and pastoral products.

Prospects for the Rio Negro zone are excellent, and it is anticipated that the fruit season will commence earlier than usual.

The report and accounts were unanimously adopted.

### Buenos Ayres Western Railway Limited

The ordinary general meeting of the Buenos Ayres Western Railway Limited was held on December 5 at River Plate House, London, E.C.2. Sir Montague J. Eddy, C.B.E., chairman of the company, presided.

The Acting Secretary (Mr. J. M. Hobday) having read the notice convening the meeting and the report of the auditors,

The Chairman said: Although this year's report and accounts provide somewhat more pleasant reading than those of recent years, it is impossible to recommend that a dividend to be paid to preference and ordinary stockholders. This is the first time for fifteen years that our net receipts have exceeded £1,000,000. Gross receipts increased by £1,000,000 and expenses by £540,000. If only that burden of Argentine railways—depreciation of the peso *vis-a-vis* sterling—had not again weighed so heavily upon us, the year's results would, after including other income from rentals from the Central Argentine and Southern, and interest on investments, have been fairly satisfactory.

Nevertheless, we have been able to clear off the debit balance of £156,000 brought forward from last year and have left a credit balance of £77,240 which we propose to carry forward. After practically six years of improvisation and makeshift, of poor quality fuel and materials and no possibility of renewal of rolling stock, I think this is no mean accomplishment and I am sure that you will agree that our management and staff are deserving of the highest praise.

To add to their difficulties, the shortage of fuel oil and coal has necessitated greater recourse to wood as a fuel, and 2,500 to 2,800 wagons, or 35 per cent. of the total Southern and Western Railways' open rolling stock are in regular use for the transport of supplies from the centres of production, which are mostly situated at the extreme end of the Western Railway's system. The diversion of these vehicles from public service has caused the movement of public paying traffic to fall in arrears. At the beginning of September we had a lag of many thousands of tons awaiting despatch.

Thanks to the improvement in the company's affairs during the past year we

considered it expedient not to ask for an extension of the moratorium for the payment of our fixed charges beyond June 30 last. All the arrears of interest were therefore met by July 2 last and the outstanding £395,910 5 per cent. three year notes were paid off on that date. The payment of interest arrears during the year is reflected in the reduced figure for "interest accrued on debenture stock, etc." appearing on the liabilities side of the balance-sheet at £155,828.

The following item of "creditors, expenses accrued and provision for contingencies" also shows a large decrease this year. This is accounted for by a reduction in our income-tax liability and the use of a reserve which had been built up over a period of years, to cover the cost of the company's expenses in collecting the employees' contributions to the Government pension fund.

As a result of the settlement with the pension fund authorities, who accepted this year our right to compensation for the cost of collection, some £50,000 was set free and has been transferred to the credit of our general reserve fund.

The only other item on the balance-sheet showing any great variation from the previous year's figure is "stores on hand." These, you will see, have decreased in value by £188,000 due to the inroads we have had to make into our stocks of fuel and other stores during the year.

As to the future, there are obviously two main factors to consider; first, gross earnings; second, working expenses. The difference between the two, if our services are to be maintained, must be sufficient to give an adequate return upon the capital. As to the second factor, the Western expenditure has not suffered the prejudice of high fuel costs to the same extent as the Southern, because of our local services being electrified. The change-over from 25 cycles to 50 cycles has been amply justified, over £150,000 having been saved in the cost of bulk supply of electricity up to June, 1945. As regards steam services, with the prospect of a return to more normal prices for fuel, considerable economies can be looked for.

On the other hand, we have to bear in

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mind the increased expenditure with which we would be faced if we were unsuccessful in obtaining a renewal of our tax exemptions which terminate at the end of 1946. Our future financial position will therefore depend upon our gross income being maintained and increased.

If we only had to contend with seasonal and world market troubles, to which all agricultural countries are exposed, there should be no major preoccupation, but the nigger in the wood-pile is the revival of road competition in the near future. Unless this is properly controlled, and obligations placed on it as a public service by a just and impartial co-ordination with rail transport, the latter will not be able to give and maintain the essential services that the economic well-being of every country requires.

The problem is one that not only must

preoccupy all Governments but also the community at large. This applies in a special degree in Argentina. For years the people have enjoyed an efficient rail transport system at a rate of interest far below the rate they have paid for State loans. Half the capital invested in permanent assets, radicated in the soil, has received nothing for 15 years. That a solution must be found during the coming year is recognised by thinking and responsible people.

There is another point which it would be well to mention. We are controlled by a State Department, dependent on whatever Government may be in power. It is not for the railway companies to occupy themselves with the rights or wrongs of political affairs in Argentina. They perform a public service delegated to them by the State and must faithfully carry out

that service. Their duty is to deal with the Government of the country in power and they will, as always in the past, irrespective of party, continue to do so.

It is to be regretted that the fact that the Argentine railways are foreign-owned is used in some instances for political ends. Whether the railways are owned nationally or by private enterprise, the problem is the same. The State cannot carry on unless the earnings can pay for the necessary capital for plant, equipment and expansion. In one way or another, the public will have to pay, as, indeed, they do in the case of the actually State-owned railways, through the Budgetary taxation. I remain convinced that the force and justice of our case will prevail and that in the coming year we shall be able to come to an agreement satisfactory to both sides.

The report and accounts were adopted.

## Assam Railways & Trading Co. Ltd.

The adjourned ordinary general meeting of the Assam Railways & Trading Co. Ltd. was held at Winchester House, Old Broad Street, London, E.C.2, on December 5. Mr. E. A. A. Joseph, the Chairman of the company, presided.

The Chairman, in the course of his statement circulated with the report and accounts, said that the accounts for 1943-44, like those of previous years, had once again been very much delayed by shortage of staff in the Accounts Department in Assam. There they had been working with a staff far short of that thought necessary in pre-war years, and work had not decreased but had become more difficult and complicated. The position was now slowly improving, but the shareholders would have to continue to exercise forbearance.

The accounts submitted had an air of unreality, as during the present year the Dibru-Sadiya Railway and the company's colliery railway had been sold to the Government of India, and the accounts presented therefore dealt with a position which no longer existed. This was the explanation of the several notes which it had been thought wise to insert to remind shareholders of the change which had taken place. The chief point of interest in these accounts, therefore, and in the ones which would next succeed them, was whether any inference as to the future earnings of the company could be drawn from a comparison of the trading profits of these years.

All the products of the company had been marketed at high prices, but in the case of coal it was a price regulated by Government control, and they could not say when that control would be removed. The prices again for timber products and bricks were war prices. Meanwhile costs had remained very high in war conditions and in this particular year no less than £40,000 had been expended by the company on providing food for employees below the prohibitive market price. Had this not been done, wages would have had to be raised to a corresponding extent. While, therefore, this particular charge was a new one and might be regarded as an abnormal cost, a return to pre-war labour costs could not be forecast. Prices had dropped to some extent and the amount debited for food subsidies should be lower in 1944-5. It appeared that the peak had been passed, but that stability had not yet been reached. Commodity

prices were still fluid and it was not yet possible to calculate future labour costs. The debit items in the revenue account for air raid precautions and war risks insurance might be looked on as war costs which would disappear.

The amount debited in the revenue account for taxation was that estimated by the auditors as applicable to the year, but on the other side an amount had been brought back into credit representing the over-provision in past years, which it was thought would not be required. It also had to be borne in mind that the company had paid out the whole of the "A" stock arrears of dividend, and to do this, as had been explained at the time, the company's reserves had been used to a considerable extent; so whatever the result of the year's working might be, it

would not be necessary to consider the question of dividends arising on the profits shown in these accounts. In these circumstances, the directors recommended that the balance shown at the credit of the net revenue account, which after paying all charges, debenture interest, and dividends on prior stocks, amounted to £53,132, should be carried forward to next year's accounts.

So far as the accounts for the year ended March 31, 1945, had been received, they indicated an improved result, but they did not yet cover a sufficient period on which to base a sound estimate of the final figures. The directors were going very carefully into the question of introducing further mechanisation into the mines, to reduce costs of production, and they were also considering the advisability of increasing the output of the Timber Department.

The report was adopted.

## Gauge and Tool Exhibition

An exhibition of gauges and tools will be held in the New Hall, Vincent's Square, London, S.W.1, from January 7 to 14, 1946. A. C. Wickham Limited, of Coventry, which is the pioneer of tungsten carbide tipped tools in Great Britain, will have a stand devoted mainly to applications of Wimet tungsten carbide. Apart from a comprehensive range of established standard single-point tools tipped with various grades of Wimet for machining steel, cast iron, non-ferrous metals, ceramics and wood, there will be exhibited a range of new and important applications of Wimet, and a complete range of Wimet tungsten carbide gauges, which are comparatively new on the market. Included in the latter will be cylindrical-plug gauges with the patented Pilot feature incorporated, gap gauges, ring gauges, and screw-plug gauges; the screw-plug gauges are a new application. All the gauges conform to British Standard Specifications, and the results achieved by these gauges in the motor car industry in particular show that anything from 150/200 times the life of high-speed steel gauges can be obtained, with the resultant decrease in scrap.

A complete range of new design milling cutters will also be an important feature of the exhibit.

The many varied and intricate applications of Wimet tungsten carbide that can

be achieved will be shown by the exhibits of unground and ground shapes. These exhibits will show to users, who consider tungsten carbide as a cutting medium only, some of the many other wear-resisting applications that are available and possible.

**GOVERNMENT TRAFFIC BY L.M.S.R.—** During the six months since VE-Day the journeys of members of the Forces stationed in Great Britain travelling over the L.M.S.R. system have totalled some 30,000,000. In the same period 12,248 special troop trains and 7,641 O.H.M.S. freight trains have been run by the L.M.S.R.

**CONTROL OF IRON & STEEL (No. 43) ORDER.**—The Minister of Supply has made the Control of Iron & Steel (No. 43) Order, 1945 (S.R. & O. 1945, No. 1391), which increases the price of mild drawn mild steel wire, annealed mild steel wire, galvanised barbed wire, wire netting, wire chain link fencing and wire rod and wire rod reinforcement mesh. The Minister has made also the Control of Iron & Steel (No. 44) Order, 1945, (S.R. & O. 1945, No. 1425), which revokes and re-makes with amendments the Control of Iron & Steel (No. 33) Order, 1944. Copies of both Orders may be obtained from H.M. Stationery Office, York House, Kingsway, London, W.C.2, or through any bookseller, price 1d. each.

## Ministry of War Transport Accident Report

### Haywards Heath, Southern Railway: September 2, 1945

Colonel A. C. Trench inquired into the accident which occurred at 4.57 a.m. on September 2, 1945, at Haywards Heath, Southern Railway, when the 2.50 a.m. special empty coach train, Streatham to Newhaven, consisting of 13 bogie coaches drawn by 2-6-0 type locomotive No. 1811, travelling at speed, overran the buffer stops at the end of the down siding and collided with the tunnel buttress immediately beyond. It should have stopped in the siding before reversing across to the up local line in connection with single-line working south of the station. Medical assistance was available within a few minutes, but despite attempts with oxy-acetylene cutting apparatus, it was found impossible to release the bodies of the driver and fireman until the afternoon, when death was pronounced to have been instantaneous. It was clear, dry weather, without appreciable signs of dawn. The accompanying diagram will enable the circumstances of the case to be understood from what follows.

#### THE SIGNAL ASPECTS

The area concerned is track circuited and equipped with 3-aspect colour-light signalling. At the point where the main line from London is joined by the Ardingly branch, known as Copyhold Junction, there are crossover connections and the line is thereafter four-tracked until the south end of the station, at the north end of which there is a facing crossover, 44, leading to a siding parallel to the down local line. The signal in rear of the splitting signals at the junction is automatic, and shows normally a yellow aspect. When a train is to be diverted to the down local it invariably passes this signal at yellow and finds the junction signals against it until it reaches the track circuit in rear, when, if the signalman at Haywards Heath box, which is designated by the prefix letters "CH," has reversed his lever 59, that signal will change from red and exhibit an aspect depending on the conditions in advance. The next signal on the down local is 57, to the left of which is placed 46, controlling movements into the siding over 44 crossover. This latter signal is of the miniature type, showing a red or a green aspect of noticeably less intensity than the aspects exhibited by 57. The lever controlling 46 cannot be pulled unless that controlling 59 has been replaced, but there is no other approach control on 46.

Because of curvature, the beam of signal 56, down local starting, is seen in its full intensity by a driver running on the down siding when he is about opposite the middle of the platform. This signal, and the adjacent one, 52, down through starting, as well as 53 and 57, were showing red. The yellow light on the siding outlet signal, 36, and the white light on the buffer stops were alight, and the whole of the signalling apparatus is known to have been in order. Signal 46 was showing miniature green, as 44 crossover had been reversed to admit the train to the siding, where it was intended that it should stop, but lever 59 had to be put back to normal, as explained above, before this could occur. The driver had a good view of all the signals concerned, although he was driving on the right.

The train left Streatham at 3.55 a.m. The guard travelled in the last vehicle. Door windows and side look-outs were still covered with millboard,

and the latter had only a 2 in. dia. circle of glass uncovered. The guard said the brakes were in order and an application was made at Earlswood Junction. He saw the automatic signal above mentioned at yellow and said the driver slowed past 59, which he also saw at yellow, in accordance with the 40 m.p.h. speed restriction, after which speed was increased. He missed 57 and 46 and had no idea that the train was being directed into the siding. He noticed no abnormally violent jerk on passing through crossover 44, until thrown down by a violent bump, nor any brake application immediately before the collision.

The signalman and a relief signalman who was supervising the single-line working thought the train was approaching at an excessive speed, but could do nothing but shout to the driver. Another signalman, acting as pilotman, waiting west of the up line at the crossing over which the train should have been propelled, also saw this. He estimated the speed at about 50 m.p.h. and had the impression that the engine was still steaming and that the driver had opened his regulator. This man, although four tracks away, also shouted. A relief signalman and sub-ganger, waiting to deal with the movement and secure the points at the north end of the down platform, showed a red hand lamp and shouted. They were surprised that the train was not derailed at crossover 44. They thought that the regulator had been opened some distance before and that the speed was 50 to 60 m.p.h. The brake was not being applied as the train passed them.

A sub-ganger standing on the down through line at the south end of the station thought the speed was 45 to 50 m.p.h. and that the engine was steaming. He was confident the brake was not applied. He waved a red light. None of the latter three men saw either engine-man, but so far as they recollected, the firebox door was closed so they might not have been seen in the dark. Damage made it impossible to draw any reliable deductions from the state of the footplate equipment, although the regulator was found closed. The driver's body was found standing up on the right, the fireman's on the left, with a can of tea in his hand.

#### CIRCUMSTANCES BEFORE DEPARTURE

The driver, aged 43, a steady and reliable man, had been with the company since 1918 and had been a driver since January, 1945. He signed the "knowledge of route" book in December, 1944, and had last worked over the route on August 30, but had not been over it much in the three months before that. For 10 years, roughly from the installation of the colour-light signalling in 1933, he had been working over it almost continuously as fireman. He booked on early in the morning of the accident as Battersea Yard pilot. It is common practice to transfer a driver from that duty to any emergency job. The fireman, aged 17, apparently had never worked with this driver before and it is doubtful whether he had ever been over the route. He said he would like to take the duty; the fireman booked to work with the driver had not reported.

Special notices to drivers, which include such information as all prearranged engineering occupations, single line working,

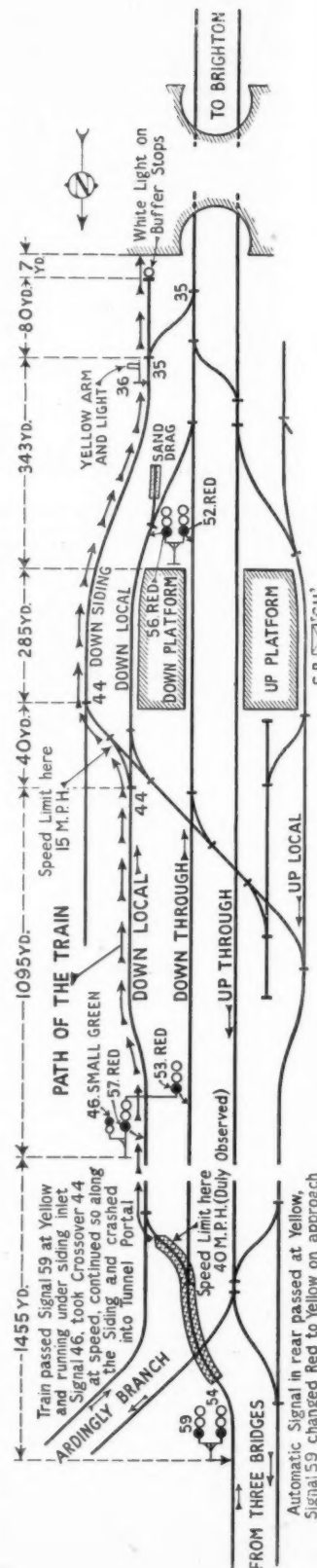


Diagram illustrating circumstances at Haywards Heath, Southern Railway, September 2, 1945



and other details before the war, were printed and issued fortnightly; in present conditions these notices are duplicated and issued weekly; they are prepared on Thursday; the company hopes to resume printing the fortnightly issue shortly. The notice dated August 30 contained an item notifying single-line working on the up line between Haywards Heath and Keymer Crossing from 12.15 a.m. until 7.45 a.m. on Sunday, September 2. Copies of this notice were received in Stewards Lane Depot on August 31.

The time-keeper there said they were received in good time and in sufficient number for a copy to be issued to each driver. The ordinary procedure was for each driver to ask for copies of any notices and sign for them in a book, usually when booking on duty. A check of this book is made each week on Mondays and if any driver's signature is not in the book he is called and given a copy. On the Saturday-Sunday night, when the driver signed on duty he was told that his booked fireman was not available, but the time-keeper did not know whether he might have taken a copy of the weekly notice when booking on or off duty on his previous shift (Saturday morning). It was, however, the responsibility of drivers to ask for and obtain a notice. The register was found to show that the driver had not signed as having obtained the notice for that week.

The guard said that when booking on duty at Clapham Junction he looked for the special train notice of timing of his train but could not find one; he therefore obtained the times by telephone from Control. Subsequently, he found the notice waiting for him at Streatham; the single-line working arrangements were not mentioned in it. They involved an appreciable alteration of timings beyond Haywards Heath and should have been mentioned, but the clerk concerned in the preparation of the notice said that he must have omitted this by accident, probably because of pressure of work. (The movement was arranged at short notice.)

In the company's rule book it is laid down that a copy of all relevant notices must be supplied to both drivers and guards, but during the war, because of difficulties of printing and shortage of paper, it became necessary, first to duplicate instead of print them, and later, although maintaining an individual issue to drivers, to restrict issue for guards to a depot basis, so that each guard should be able to inspect all notices when booking on duty, but would not himself have an individual copy. A copy of the notice concerned was available in the Inspector's Office at Clapham Junction, but the guard had not seen it; he could not account for this. He had some conversation with the driver when the engine arrived and gave him a copy of the outward timings. He seemed fit and well; he did not mention the single-line working and the guard is of opinion that he certainly would have been aware of it.

#### INSPECTING OFFICER'S CONCLUSION

This accident must be attributed to the coincidence of two factors: (a) the driver apparently must have misinterpreted the green aspect of the subsidiary signal 46, directing movement into the down siding, and later failed to realise the position even after entering the siding, and (b) neither he nor the guard was aware of the single-line working.

Considering (b) first, it is clear that the driver had not taken a copy of the weekly notice; none was found in his kit. The guard is probably correct in his opinion

that the driver would have mentioned the single-line working to him had he been aware of it. The guard had failed to see the weekly notice when he booked on, in addition to which the clerk responsible for the preparation of the special train notice had failed to appreciate the single-line working and to embody that in it.

Explanation of (a) is more speculative. The driver had encountered two yellow signals and in obedience thereto had duly slowed down. He would also have seen about  $\frac{1}{2}$  mile ahead, the two red signals 57 and 53 for the local and through lines. It is a reasonable assumption that about the time he passed through the crossover at Copyhold Junction he would have been able to pick up the subsidiary signal 46, which about the same time may have changed to green, but, both from a distance and close up, the indication of this signal is definitely less conspicuous and different from an ordinary running signal, and it is difficult to understand why this difference was not appreciated.

It seems reasonable to assume that the driver thought he was going to pass through the station on the down local line, re-joining the down line at the south end, but in such case it becomes difficult to understand why he failed to notice the violent shock which the engine must have sustained when passing through crossover 44 at a speed much in excess of what was permitted. It is even more difficult to understand why, if he thought he was on the down local, he failed to pay attention to the red light of starting signal 56, which, as noted above, is focussed in the eye of a driver on the down siding at a point where, with an immediate full brake application, there would have been sufficient distance to come almost to a stand before striking the buffer stops. In passing through crossover 44, the violent jolt may have caused the driver to strike his head against the cab and become momentarily dazed; this is pure speculation, but it would explain such a surprising dual failure. In the short period available and in the dark the fireman would hardly have noticed anything wrong with his driver.

The possibility of some defect having developed in the engine, which might have distracted attention, cannot be disproved, but is rather discounted by the fireman being found with a tea can in his hand and other circumstances. No indication of any defect was found.

Colonel Trench considers all available evidence to point to the primary responsibility being attributed to the driver in that he failed to obey the signal indications. In a lesser degree neither he nor the guard can be absolved from some share of blame for their failure to study the weekly notice containing the intimation of single-line working. It is to be regretted also that the latter failed to observe signals 57 and 46, but having regard to the blackout limitations of vision from his lookout windows, Colonel Trench hesitates seriously to criticise this failure. A minor contributory factor was the unfortunate omission from the special train timing notice of the stop and reversal at Haywards Heath.

#### RECOMMENDATIONS AND REMARKS

Colonel Trench agrees with the company's officers that a driver must be responsible for providing himself with, and studying, copies of regular weekly or fortnightly notices, but it seems clear to him that arrangements should be made for more efficient and earlier check, to ensure that all drivers do obtain copies without delay as soon as the notices are issued.

The responsibility of the supervisory staff appears particularly important, having regard to the fact that a considerable proportion of engineers' occupations are likely to take place during the week-ends, and, as the notices cannot well be prepared before Thursday, for issue on Friday, there is no time to lose in bringing them to the drivers' knowledge. The reversion to fortnightly printed notices obviously will improve the position in this respect, so far as the second week-end of the fortnight is concerned; it will also be a substantial improvement in that the printed notice is more legible than one which is duplicated, and, by suitable typography, the salient features of all items can be more readily absorbed by the reader. The company also should use every endeavour to obtain a paper supply adequate to permit as early as possible a reversion to the pre-war practice of individual issue to guards as well as drivers.

It is axiomatic that drivers must at all times be prepared to conform to signal indications, and occasions must often arise when they are the only warning of abnormal operation which can be given; but it is most desirable that all possible assistance should be given to drivers by ensuring that, in the many cases of pre-arranged abnormal operation, they are notified beforehand. A driver's obedience to signals must be the first line of defence against accidents; this should be reinforced wherever possible by warning notices of abnormal operation to drivers and guards, and in this case a third line of defence should have been available in the special train timing notice.

The question of the design of, and aspects to be shown by, all types of signals in colour-light areas has been the subject of much consideration and experiment by all the companies. Some years ago a committee was set up in the hope of agreeing the best practice, and standardising thereon. Signal 46 is of the type recommended by it for facing movements from running lines into sidings. It has been in daily use for the admission of trains into the siding, without previous special intimation to drivers, for 12 years and Colonel Trench does not feel that the evidence of misinterpretation in this case is such as to justify suggestion of an alteration. It would be preferable, he thinks, if the "proceed" aspect were approach controlled by a track circuit of limited length. This would entail a train being brought down to slow speed before the signal could clear, and he recommends such control.

Any brake vans, the windows and look-outs of which are still obstructed with wartime blackout, should be restored to normal without delay, having regard to the serious handicap this equipment imposes on guards. This case arose as the result of the coincidence of several failures and would have been avoided if any one of them had not taken place.

The remarkable absence of damage or derailment to the rear eleven coaches of the train, despite the violence of the impact, was yet another testimony to the value of the Buckeye coupling.

**BRITISH ALUMINIUM CO. LTD.**—Mr. C. F. Batstone has been appointed Midland Branch Manager of the British Aluminium Co. Ltd. at the branch office at Lansdowne House, 41, Water Street, Birmingham, 3 (telephone: Birmingham Central 3053; telegrams: Britalumin Birmingham). Mr. E. V. Pannell will be retiring at the end of the year after 34 years' service.

## Questions in Parliament

### Transport Nationalisation Proposals

Captain L. D. Gammans (Hornsey—C.) on November 28 asked the Minister of War Transport if it was proposed to issue a White Paper setting out the case for the nationalisation of the railways and other inland transport, including the estimates of income and expenditure upon which these decisions had been taken.

Mr. Alfred Barnes stated in a written reply: The matter to which Captain Gammans refers will no doubt be the subject of debate when the necessary legislation is before the House. I see no reason to issue a White Paper.

### Railway Executive Committee

Sir John Mellor (Sutton Coldfield—C.) on November 28 asked the Minister of War Transport who paid the salaries of the Railway Executive Committee; and who provided its offices and staff.

Mr. Alfred Barnes in a written reply stated: The officers and staff are provided by the controlled undertakings and the cost, including the salaries of the members of the Executive Committee, is charged to the control account.

### Railway Passenger Traffic

Mr. A. C. M. Spearman (Scarborough & Whitby—C.) on December 6 asked the Minister of War Transport what volume of passenger traffic the railways were now moving; what passenger train miles they were now running compared with 1938; and when it was expected that the pre-war mileage would be restored.

Mr. Alfred Barnes stated in a written answer: The railway companies estimate the present volume of passenger traffic on the main-line railways measured in passenger miles, as being about 70 per cent. greater than in 1938. Passenger train mileage is about 24 per cent. less than in 1938. Passenger train mileage cannot be increased to pre-war level while the present shortage of trained railway staff, rolling stock, and locomotive coal persists. Mr. Spearman, however, may be assured that steady progress will be made in the improvement of passenger services.

### Sleepers from London to Edinburgh

Sir William Darling (Edinburgh South—C.) on November 28 asked the Minister of War Transport why ten south-going sleepers were available nightly while only four north-going sleepers were provided to Scotland; and if he would set right this disproportion.

Mr. Alfred Barnes in a written answer stated: I assume that Sir William Darling is referring to the trains between Kings Cross and Edinburgh. Requirements for priority passengers are heavier in the direction Kings Cross-Edinburgh than in the reverse direction, with the result that I was able to release permanently more sleeping berths for booking by the public on the train from Edinburgh than on the train from Kings Cross. I am considering whether it would now be possible to release a few more berths on the northbound trains on certain days in the week.

### Wagon Shortage on North East Coast

Mr. J. D. Murray (Spennymoor—Lab.) on November 27 asked the Minister of Fuel & Power if he was aware that there was a shortage of wagons in the counties of Northumberland and Durham; that producers of coke were being compelled to dump it on the ground; and what steps he was taking to cut out this wasteful method and save unnecessary labour.

Mr. E. Shinwell (Minister of Fuel & Power) stated in a written answer: I know that there is a shortage of wagons on the North East coast. It is necessary to give priority to the transport of coal but the quantity of coke which has been dumped on the ground is relatively small. Special steps are being taken to increase the number of wagons available for coal class traffic generally and additional wagons were recently specially allocated to this region.

### Railway Staffs Statistics

Major R. J. E. Conant (Bewdley—C.) on November 28 asked the Minister of War Transport if he would state the numbers employed in November, 1938, and at the present time by each of the four main-line railway companies in the following categories: clerical staff, outdoor staff and temporary or casual staff.

Mr. Alfred Barnes in a written answer stated: The information is not readily available in the form Major Conant desires. The following figures may, however, be of service to him.

|  | March, 1938 | March, 1945 |
|--|-------------|-------------|
| Salaried staff (including office clerks, stationmasters, supervisors, controllers, etc.) | 95,731      | 97,398      |
| Conciliation staff (wages staff concerned with the movement of traffic)                  | 333,222     | 355,466     |
| Workshop staff   | 121,730     | 113,816     |
| Miscellaneous  | 30,718      | 30,762      |
|  | 581,401     | 597,442     |

In interpreting these figures it should be borne in mind that in March, 1945, a substantial proportion of the staff were women and unskilled men who were taking the place of regular railwaymen serving in the Forces; and that traffic has increased greatly over that before the war.

### Rail Passenger Fares

Mr. G. H. R. Rogers (Kensington North—Lab.) on November 28 asked the Minister of War Transport if he would state the total receipts from rail passenger fares for the last complete year; and if he would give an estimate of the cost of collecting them, including booking-office charges, ticket examiners and collectors, auditing, printing, etc.

Mr. Alfred Barnes stated in a written answer: The receipts of the controlled railways from rail passenger fares in 1944 amounted to £145 million. No estimate is available of the cost of collecting railway passenger fares and to form one would be a task of such complication that I should not feel justified in undertaking it.

### Coal Tests at G.W.R. Swindon Works

Mr. H. Berry (West Woolwich—Lab.) on November 27 asked the Minister of Fuel & Power when he expected the test on Thorne coal at the Swindon Gas Works of the G.W.R. to take place; whether he was aware that those works had been advised three years ago that such coal could be used effectively; and what action he proposed to take if the test was successful.

Mr. E. Shinwell (Minister of Fuel & Power) stated in a written answer: The test is taking place this week. There was no question of Thorne coal being used at Swindon three years ago, and, as regards the last part of the question, I would prefer to await the results of the test before making any statement.

### Railway Accommodation between London and Glasgow

Miss M. Herbison (North Lanark—Lab.) on December 3 asked the Minister of War Transport if he was aware that many Service women and men, travelling overnight by train between London and Glasgow

and Glasgow and London, had to travel in the corridor because of lack of seating accommodation; and would he take immediate steps to ensure that proper accommodation was made available for them.

Mr. Alfred Barnes stated in a written answer: I regret that on some trains between London and Glasgow there are not sufficient seats to accommodate all the passengers. The trains are, however, all made up to their maximum weight and the running of additional trains is not practicable in present circumstances.

### Transport of Seed Potatoes

Mr. W. McNair Snadden (Kinross & West Perth—C.) on December 3 asked the Minister of War Transport if he was aware of the shortage of wagons and sheets required for the transport of seed potatoes from Scotland to England; and what steps he was taking to remedy this.

Mr. Alfred Barnes stated in a written answer: Every effort is being made to provide wagons for the transport of seed potatoes from Scotland to England, and I have not heard of any shortage of wagons or sheets for the purpose. Up to November 17, about 92,000 tons of seed potatoes was dispatched, compared with 47,000 tons for the same period last year.

### L.N.E.R. Electrification

Mr. V. La Touche McEntee (Walthamstow—Lab.) on December 3 asked the Minister of War Transport what progress was being made with the electrification of the L.N.E.R. line, Liverpool Street to Chingford; was it proposed to extend the line beyond Chingford; and would he give an estimate of the probable date for completing the work.

Mr. Alfred Barnes wrote in reply: I am making inquiries and will inform Mr. McEntee of the result.

### L.M.S.R. Express Services

Mr. J. H. McKie (Galloway—C.) on December 3 asked the Minister of War Transport if he would make a statement in respect of the consistent late running of the following L.M.S.R. express trains: the 10 a.m. Glasgow (Central) to London, the 10 a.m. Glasgow (St. Enoch) to London and the 8.40 a.m. Perth to London.

Mr. Alfred Barnes: I am making inquiries and will communicate with Mr. McKie.

Mr. McKie: Is the Minister aware that for three or four months past all the three trains named in my question have averaged not less than one hour late, that the travelling public between London and Scotland whose journeys are really necessary, and also the staff, are thereby suffering great inconvenience which they feel is avoidable? Will he give the matter his early personal consideration?

Mr. Barnes did not reply.

### Romford-Liverpool Street Railway Service

Mr. Thomas Macpherson (Romford—Lab.) on December 3 asked the Minister of War Transport whether, in view of the overcrowded and inadequate railway service during the morning and evening rush hours, between Romford, Gidea Park and Liverpool Street, he would arrange for additional trains; and if he would take steps to ensure that the trains ran to schedule, as for some time most of them had been consistently running late.

Mr. Alfred Barnes: The service between Romford, Gidea Park and Liverpool Street during business hours is the maximum that the L.N.E.R. can provide with its present resources, and I regret that in the circumstances some overcrowding of trains is



unavoidable. The late running is mainly due to the shortage of maintenance and other staff at locomotive depots. Fog, in recent weeks, has caused further difficulties. Every effort is being made to ensure punctual working.

#### Names of Railway Stations

Lt.-Colonel J. R. L. Hutchison (Glasgow Central—C.) on November 30 asked the Minister of War Transport whether he would take steps with the railway companies to institute a method so as to ensure that the names of railway stations were placed in such a position as to enable travellers to recognise where they were at night.

Mr. Alfred Barnes, in a written answer stated: I have every sympathy with Lt.-Colonel Hutchison's desire that the names of railway stations should be readily recognisable at night, and I am asking the railway companies to consider what more can be done to this end within the limits imposed by the present shortage of labour. Meanwhile, if Lt.-Colonel Hutchison will let me know which station he has particularly in mind I will ask the railway company concerned to look into the matter.

#### Haifa-Tripoli Railway

Mr. R. R. Stokes (Ipswich—Lab.) on November 27 asked the Secretary of State for War whether compensation had now been paid to the owners whose land was requisitioned in 1942 for the building of the Haifa-Beirut-Tripoli Railways.

Mr. J. J. Lawson (Secretary of State for War) in a written answer stated: No, Sir. This matter is dependent on negotiations with the Lebanese Government, the views of which on certain questions are awaited. I would refer Mr. Stokes to the reply given to him by the Minister of State on November 19.

#### London Passenger Transport Fares

Lieutenant William Shepherd (Chester, Bucklow—C.) on December 3 asked the Minister of War Transport when it was expected that the wartime 1d. fares on L.P.T.B. vehicles would revert to the normal 1d. rate.

Mr. Alfred Barnes: I see no justification at present for withdrawing the increase made in the Board's fares during the war.

Lieutenant Shepherd: Is the Minister aware that many provincial buses run by private enterprise have not found it necessary to increase their basic fare of 1d. and would he consider the reverting of the London Passenger Transport Board to ownership which is better suited to the wage-earners?

Mr. Barnes did not reply.

#### Long Distance Services

Lt.-Colonel A. V. G. Dower (Penrith & Cockermouth—C.) on December 3 asked the Minister of War Transport if he would define the term long-distance road services for the Government's policy of nationalisation.

Mr. Alfred Barnes: I should prefer before making any statement to give the interests concerned an opportunity for further discussion in order that we may reach a workable line of demarcation between long and short distance road services.

Lt.-Colonel Dower: Will the Minister have early consultations, as, since his statement, there has been a great deal of anxiety caused to many small operators?

Mr. Barnes: It can be as early as they like, as far as I am concerned.

#### Government Nominees to Companies

Mr. Ernest Davies (Enfield—Lab.) on November 27 asked the Chancellor of the

Exchequer to which public company boards His Majesty's Government appointed directors; and if he would state the names of the appointees and the board on which they served, respectively.

Mr. Hugh Dalton (Chancellor of the Exchequer) in reply circulated the statement which is given below.

In addition to the companies included in the list, appointments are made by Government departments to the boards of a number of other bodies in the following categories:—

(a) Bodies created by statute for a specific purpose the boards of which are wholly appointed by the Government, for

example, the Central Electricity Board, North of Scotland Hydro-Electric Board and British Overseas Airways Corporation.

(b) All statutory port and harbour authorities, on the boards of which one or more members are appointed by the Ministry of War Transport.

(c) Bodies sponsored by the Government to discharge functions connected with wartime schemes of administration to which the Government appoints directors or members, for example, certain of the companies formed in connection with the activities of the Ministry of Food and the Board of Trade.

| Company  | Directors Appointed by H.M. Government | Department by which Appointment is made                  |
|--|--|--|
| Oceanic Steam Navigation Realisation Co. Ltd. ...          | S. Malcolm Baird ... ..                | Treasury   |
| Royal Mail Lines Limited                                   |  |  |
| North Wales Power Co. Ltd. ....                            | Brig.-General R. F. Legge ... ..       | "  |
| Electricity Distribution of North Wales & District Limited |  |  |
| Tata Power Co. Ltd. ....                                   | L. A. Halsall ... ..                   | "  |
| Athens Piraeus Electricity Company ... ..                  | R. M. Meikle ... ..                    | "  |
| Electric Transport Company (of Athens)                     |  |  |
| James Powell & Sons (Whitefriars) Ltd. ....                | S. Malcolm Baird ... ..                | "  |
| Bowater's Newfoundland Pulp & Paper Mills Limited          | A. A. Ritchie ... ..                   | "  |
| United Kingdom Commercial Corporation Limited              | Sir Francis Joseph ... ..              | "  |
|  | Sir Frank H. Nixon ... ..              | "  |
|  | A. C. Beatty ... ..                    | "  |
|  | J. H. Hambro ... ..                    | "  |
|  | C. P. Lister ... ..                    | "  |
|  | L. C. Paton ... ..                     | "  |
|  | E. J. Shearer ... ..                   | "  |
|  | A. D. Campbell ... ..                  | "  |
|  | E. H. Laver ... ..                     | "  |
| Suez Canal Company ... ..                                  | The Earl of Cromer ... ..              | "  |
|  | Lord Hankey ... ..                     | "  |
|  | A. R. Fraser ... ..                    | "  |
| Anglo-Iranian Oil Co. Ltd. ....                            | Sir George L. Barstow ... ..           | Treasury and Admiralty                                   |
|  | Sir Edward H. Packe ... ..             | "  |
| Agricultural Mortgage Corporation Limited                  | Sir George L. Barstow ... ..           | Treasury and Ministry of Agriculture & Fisheries         |
|  | Sir William Gavin ... ..               | "  |
|  | E. L. Mitchell ... ..                  | "  |
| Scottish Agricultural Securities Corporation Limited       | Sir Joshua Ross-Taylor ... ..          | Treasury and Department of Agriculture for Scotland      |
|  |  | Admiralty  |
| S. G. Brown Limited ... ..                                 | A. A. Rowse ... ..                     | "  |
|  | F. W. Gale ... ..                      | "  |
| Fairmile Marine Co. Ltd. ....                              | Sir A. Noel C. Macklin ... ..          | "  |
|  | Vice-Admiral C. V. Osborne ... ..      | "  |
|  | W. Medd ... ..                         | "  |
| Frank Curtis Limited ... ..                                | D. McKeller ... ..                     | "  |
|  | A. J. Stubbings ... ..                 | "  |
|  | F. Curtis ... ..                       | "  |
| Aircraft Precision Limited ... ..                          | A. Hacking ... ..                      | Ministry of Supply & Aircraft Production                 |
|  | E. R. Armelin ... ..                   | "  |
|  | G. A. Todd ... ..                      | "  |
| Broadway Engineering Company ... ..                        | Colonel E. D. Basden ... ..            | "  |
|  | F. W. Halliwell ... ..                 | "  |
| Erskine Tool Co. Ltd. ....                                 | N. S. Murray ... ..                    | "  |
| John McClure Limited                                       | M. Campbell ... ..                     | "  |
|  | S. F. Shuttleworth ... ..              | "  |
| Industrial & Mechanical Engineers Limited                  | A. W. Rippon ... ..                    | "  |
|  | A. P. H. Aitken ... ..                 | "  |
|  | J. Boden ... ..                        | "  |
| Melbourne Engineering Co. (Melbourne) Ltd.                 | C. G. Twallin ... ..                   | "  |
|  | H. E. Slawson ... ..                   | "  |
|  | R. Matthews ... ..                     | "  |
| Rendan Manufacturing Co. (Gt. Britain) Ltd.                | A. Stewart ... ..                      | "  |
|  | A. E. France ... ..                    | "  |
|  | E. F. Robson ... ..                    | "  |
| Coleman Foundry Equipment Co. Ltd. ....                    | T. H. Board ... ..                     | "  |
| Heavy Duty Bearings Limited                                | T. H. Board ... ..                     | "  |
|  | Major C. M. Carington ... ..           | "  |
| Hydran Products Limited ... ..                             | W. E. Ridsale ... ..                   | "  |
|  | R. G. Mills ... ..                     | "  |
| Redman Tools & Products Limited                            | G. A. Todd ... ..                      | "  |
| Charles E. Jones Limited                                   | S. Sanders ... ..                      | "  |
|  | H. D. Bell ... ..                      | "  |
| South Wales Forgemasters Limited                           | E. T. Granger ... ..                   | "  |
|  | P. E. Thomas ... ..                    | "  |
|  | E. T. Granger ... ..                   | "  |
|  | J. D. Julien ... ..                    | "  |
|  | T. Stuart Overy ... ..                 | "  |
| Short Bros. (Rochester & Bedford) Ltd. ....                | E. D. A. Herbert ... ..                | "  |
|  | S. H. Brown ... ..                     | "  |
|  | Sir John S. Buchanan ... ..            | "  |
|  | C. P. T. Lipscomb ... ..               | "  |
|  | J. L. Parker ... ..                    | "  |
|  | D. W. Wiseman ... ..                   | "  |
|  | E. B. Bowyer ... ..                    | "  |
| Nottingham & Clifton Collieries Limited                    | Sir Charles Reid ... ..                | Ministry of Fuel & Power                                 |
|  | E. D. A. Herbert ... ..                | "  |
|  | F. Skevington ... ..                   | "  |
| J. & J. Charlesworth Limited ... ..                        | H. Danby ... ..                        | "  |
| Crawshaw & Warburton Limited                               | Major J. G. Scowlar ... ..             | "  |
| Glass Houghton & Castleford Collieries Limited             | Major H. M. Hudspeth ... ..            | "  |
| Pontefract Collieries Limited                              |  | "  |
| Yorkshire Coking & Chemical Co. Ltd.                       |  | "  |
| British Sugar Corporation Limited                          | Lt.-Colonel Sir Francis H. Humphrys    | Ministry of Food and Ministry of Agriculture & Fisheries |
|  | Sir Louis J. Kershaw ... ..            | "  |
|  | Major J. Leslie ... ..                 | "  |
| Irrawaddy Flotilla Co. Ltd. ....                           | R. H. Wilson ... ..                    | Ministry of War Transport                                |
| David MacBrayne Limited                                    | Lt.-Colonel N. MacLeod ... ..          | Scottish Office  |



## Notes and News

**Assistant Engineer Required.**—An assistant engineer is required by the Iraqi State Railways for 3 years in the first instance with possible extension. See Official Notices on page 631.

**Architect Required for Rhodesia.**—An architect is required for the Rhodesia Railways. Candidates must be Fellows or Associate Members of the Royal Institute of British Architects. For full particulars see Official Notices on page 631.

**Aldershot & District Traction Co. Ltd.**—The Directors of the Aldershot & District Traction Co. Ltd. have declared an interim dividend on the ordinary shares of 4 per cent. actual (9½d. a share) less tax on account of the year ending May 31, 1946.

**Rohilkund & Kumaon Railway Co. Ltd.**—The liquidators of the Rohilkund & Kumaon Railway Co. Ltd. (in voluntary liquidation) announce that a final capital distribution of £11 17s. 3d. per £100 of ordinary stock will be made on December 31, 1945.

**Argentine North Eastern Railway Co. Ltd.**—Gross receipts of the Argentine North Eastern Railway for the year ended June 30, 1945, amounted to £1,359,182, an increase of £217,360 compared with the previous year. The net receipts showed an increase of £16,333. The debit balance is now £357,279. The directors announce that the payments of interest on the 5 per cent. "B" debenture and debenture stock have been made up to December 31, 1935.

**The Associated Equipment Co. Ltd.**—The profits of the Associated Equipment Co. Ltd. for the twelve months ended September 30, 1945, amounted to £1,083,500 against £1,063,000 for the previous year. Final dividend is 5 per cent., making 7½ per cent., free of tax, for the year; £865,000 is reserved for tax provision, depreciation £50,000, deferred maintenance reserve £15,000, and general reserve £21,000. The unappropriated balance amounts to £270,000, and the excess of current assets over liabilities is £1,877,000.

**Canadian Pacific Railway.**—Gross earnings of the Canadian Pacific Railway for October, 1945, were \$28,646,000, an increase of \$485,000 in comparison with October, 1944. Working expenses were \$23,776,000, an increase of \$1,374,000 for the corresponding period of 1944. Aggregate gross earnings from January 1 to October 31 totalled \$265,326,000, a decrease of \$788,000 in 1944. Aggregate net earnings for the same period were \$29,513,000, which is a decrease of \$2,867,000 on the corresponding period last year.

**Southern Railway Lecture & Debating Society.**—At the meeting of this society, held at the Chapter House, S.E.1, on November 29, at which Mr. R. M. T. Richards, Traffic Manager, Southern Railway, presided, the Countess Sonia de Contades gave an interesting account of the sabotage activities of the French railwaymen during the German occupation. The first wholesale destruction of railway communications occurred in May, 1940, when, in face of the advancing Nazis, 540 bridges and tunnels and 2,000 locomotives were rendered useless. The resistance movement started in December, 1940, and organised sabotage operations continued until the arrival of the allied forces. The Countess stated that the French people had great reason to be grateful to the railwaymen because during the four years of enemy occupation they were the only body of men which could impart a feeling

of unity to the rest of the nation which had been separated into territorial zones.

**Assistant Controller of Stores.**—An assistant controller of stores is required by Sudan Railways to assist in the control and management of extensive railways and steamers stores department. See Official Notices on page 631.

**Entre Rios Railways Co. Ltd.**—The gross receipts of the Entre Rios Railways Co. Ltd. for the year ended June 30, 1945, amounted to £1,823,531, an increase of £306,108 over the previous year. Working expenses totalled £1,420,719, an increase of £221,829, and net receipts at £402,812 show an increase of £84,279 for the same period. After meeting exchange losses of £124,670 (£93,267 last year) and all fixed and renewals fund charges, there is a credit balance of £2,837 for the year's working which reduces the debit balance carried forward to £853,190.

**Aircraft Workers Visit S.R. Signalling School.**—Fifty aircraft workers from Vickers-Armstrong's factory at Weybridge are visiting the Southern Railway Signalling School at Clapham Junction on December 15. They will see a complete model railway, electrically-worked, with colour-light and semaphore signals, both miniature and full size, as well as all the other control instruments used in railway signalling. The Signalling School has been in use since 1937. Southern railwaymen of any grade are eligible to attend classes. Every year several hundred men pass through the school.

**Dendy Marshall Letter Stamp Collection.**—When the Dendy Marshall Railway Collection was auctioned recently, those items relating to philately were withheld, for inclusion in the separate auction of his philatelic collection which is being disposed of by Robson Lowe & Co. Ltd. on December 19 and 20. The latter auctioneers have prepared a handsome catalogue (price 2s. 6d.) and this includes one or two items of railway interest. The principal is Mr. Dendy Marshall's famous collection of railway letter stamps contained in a large loose-leaf album, including the 1890 Clearing House notice regarding the railway stamp, and a comprehensive collection of the actual stamps, together with provisionals, varieties, and "freaks." This collection was awarded a bronze medal at the Manchester Philately Exhibition in 1899. The auction also includes some models, and a few books of transport interest.

**Service Travel During Christmas Period.**—Although it has been found possible to increase the number of train services, and not to have to ask the sailors, soldiers, and airmen to refrain from travelling by rail altogether during the Christmas period this year as they have during the war, the rail situation is such that not everyone can travel. The railways are still extremely short of staff and rolling stock. Also, the numbers still serving in the Forces are so much greater than they were before the war that, if unrestricted permission to travel by rail were granted to all serving personnel who want to get away at Christmas, there would not be enough trains to carry them, and large numbers of persons, both Service and civilian, would be stranded. The Ministry of War Transport has therefore found it necessary to ask the three Services to ensure that, although the complete ban is lifted, the numbers travelling by rail are kept within the limits which the railways can carry. After discussion between the Ministry of War Transport and the three Service Departments, it has been decided

that, while there will be no ban on normal Service travel this year, the numbers travelling by rail on privilege leave, i.e., leave of 7 or 9 days' duration, shall not exceed in any one day 1½ per cent. of unit strengths, except on December 18, 19, and 20, when a 50 per cent. increase can be accepted, namely, 2½ per cent. of unit strengths.

**Harwich-Esbjerg Danish Mail Service.**—The passenger and cargo service on this route was re-opened on December 7 by the arrival at Harwich of the m.v. *Parkston* from Copenhagen. For the pre-

## British and Irish Railway Stocks and Shares

| Stocks                             | Highest<br>1944 | Lowest<br>1944 | Prices              |               |
|------------------------------------|-----------------|----------------|---------------------|---------------|
|                                    |                 |                | Dec.<br>11,<br>1945 | Rise/<br>Fall |
| G.W.R.                             |                 |                |                     |               |
| Cons. Ord. ....                    | 62½             | 55             | 55½                 | + ½           |
| 5% Con. Pref. ....                 | 122½            | 114½           | 106½                | + 1           |
| 5% Red. Pref. (1950) ..            | 110½            | 104            | 103                 | —             |
| 5% Rt. Charge ....                 | 135½            | 128            | 122½                | —             |
| 5% Cons. Guar. ....                | 134½            | 125            | 118½                | —             |
| 4% Deb. ....                       | 118½            | 112½           | 104½                | —             |
| 4½% Deb. ....                      | 118½            | 114            | 107                 | — ¾           |
| 4½% Deb. ....                      | 124½            | 119½           | 115                 | —             |
| 5% Deb. ....                       | 137             | 129½           | 125                 | —             |
| 2½% Deb. ....                      | 77              | 73½            | 81½                 | —             |
| L.M.S.R.                           |                 |                |                     |               |
| Ord. ....                          | 34½             | 27½            | 27½                 | + ½           |
| 4% Pref. (1923) ....               | 64½             | 55             | 57                  | —             |
| 4% Pref. ....                      | 81              | 72½            | 77                  | —             |
| 5% Red. Pref. (1955) ..            | 105½            | 102            | 101½xd              | —             |
| 4% Guar. ....                      | 107½            | 99½            | 100                 | —             |
| 4% Deb. ....                       | 111½            | 104            | 103 xd              | —             |
| 5% Red. Deb. (1952) ..             | 111             | 108            | 105½                | —             |
| L.N.E.R.                           |                 |                |                     |               |
| 5% Pref. Ord. ....                 | 10½             | 7½             | 6½                  | —             |
| Def. Ord. ....                     | 5½              | 3½             | 3½                  | —             |
| 4% First Pref. ....                | 68½             | 55½            | 56                  | —             |
| 4% Second Pref. ....               | 35½             | 28½            | 28½                 | + ½           |
| 5% Red. Pref. (1955) ..            | 101             | 97½            | 98                  | —             |
| 4% First Guar. ....                | 101½            | 96½            | 99                  | —             |
| 4% Second Guar. ....               | 95½             | 88½            | 93                  | —             |
| 3% Deb. ....                       | 88½             | 80½            | 90 xd               | —             |
| 4% Deb. ....                       | 110½            | 103½           | 102½xd              | —             |
| 5% Red. Deb. (1947) ..             | 105½            | 101½           | 101                 | —             |
| 4½% Sinking Fund<br>Red. Deb. .... | 107             | 104½           | 103½xd              | —             |
| SOUTHERN                           |                 |                |                     |               |
| Pref. Ord. ....                    | 80½             | 71½            | 73½                 | —             |
| Def. Ord. ....                     | 26½             | 23             | 23                  | —             |
| 5% Pref. ....                      | 122             | 113½           | 106½                | + 2           |
| 5% Red. Pref. (1964) ..            | 117½            | 112½           | 107½                | —             |
| 5% Guar. Pref. ....                | 134             | 125½           | 118½                | —             |
| 5% Red. Guar. Pref.<br>(1957) .... | 115½            | 112½           | 108½                | —             |
| 4% Deb. ....                       | 118             | 110            | 104 xd              | —             |
| 5% Deb. ....                       | 135½            | 127            | 123½xd              | —             |
| 4% Red. Deb. (1962-<br>72) ....    | 111½            | 107½           | 105½xd              | —             |
| 4% Red. Deb. (1970-<br>80) ....    | 112             | 108½           | 105½xd              | —             |
| FORTH BRIDGE                       |                 |                |                     |               |
| 4% Deb. ....                       | 107             | 103            | 104                 | —             |
| 4% Guar. ....                      | 106½            | 102            | 103                 | —             |
| L.P.T.B.                           |                 |                |                     |               |
| 4½ "A" ....                        | 125             | 119            | 120½                | —             |
| 5% "A" ....                        | 133½            | 128            | 130½                | —             |
| 3% Guar. (1967-72) ..              | 99½             | 98             | 98½                 | —             |
| 5% "B" ....                        | 124½            | 118½           | 119½                | —             |
| "C" ....                           | 72½             | 64½            | 61                  | —             |
| MERSEY                             |                 |                |                     |               |
| Ord. ....                          | 35½             | 33             | 32                  | —             |
| 3% Perp. Pref. ....                | 72              | 66             | 69                  | —             |
| 4% Perp. Deb. ....                 | 105             | 103            | 104                 | —             |
| 3% Perp. Deb. ....                 | 85½             | 79½            | 81                  | + 1           |
| IRELAND*<br>BELFAST & C.D.         |                 |                |                     |               |
| Ord. ....                          | 9               | 6              | 7½                  | —             |
| G. NORTHERN                        |                 |                |                     |               |
| Ord. ....                          | 33½             | 19             | 32                  | — ½           |
| Pref. ....                         | 49              | 37             | 52                  | + 1½          |
| Guar. ....                         | 70              | 57½            | 78½                 | + 2½          |
| Deb. ....                          | 90½             | 81½            | 96½                 | —             |
| IRISH TRANSPORT                    |                 |                |                     |               |
| Common ....                        | —               | —              | 79½                 | + ½           |
| 3% Deb. ....                       | —               | —              | 101½                | + ½           |

\* Latest available quotation

## OFFICIAL NOTICES

## Overseas Employment

## SUDAN GOVERNMENT.

None of the vacancies on this page relates to a man between the ages of 18 and 50 inclusive unless he is exempted from the provisions of the Control of Engagement Order, 1945, or the vacancy is for employment, excepted from the provisions of that Order.

**ASSISTANT ENGINEER** required for Iraqi State Railways for 3 years in the first instance with possible extension. Must be A.M.I.C.E. or degree in engineering and have had experience in the design and construction of railway yard layouts. Salary between £1,700 and £2,000 a month according to qualifications and experience plus high cost of living allowance between £1,180 and £2,400 a month. (I.D. 1 - £1.) Free passages. Post not pensionable but there is a Provident Fund.

Write quoting E.2150A to Ministry of Labour and National Service, Appointments Department, Technical and Scientific Register, Room 670, York House, Kingsway, London, W.C.2, for application form, which must be returned completed by 29th December, 1945.

sent there will be a weekly service in each direction, leaving Liverpool Street Station at 3.55 p.m. on Wednesdays and returning from Esbjerg at 7 p.m. on Saturdays. There will be connecting trains to and from Copenhagen and Fredericia. Steamer reservations and tickets are obtainable only from United Shipping Co. Ltd., 108, Fenchurch Street, E.C.3.

**Egyptian State Railway Revenues.**

The revenues of the Egyptian State Railways for the first nine months of the financial year 1944-45 showed an increase of only about 3 per cent. over 1943-44 revenues. Freight revenue for the period accounted for only 43.12 per cent. of the total, while passenger receipts increased to 54.04 per cent.

**More Great Western Railway Hotels.**

—The G.W.R. has a five-year programme for providing more and better hotels on its system. Extensions and improvements will be undertaken shortly to hotels at Paddington, St. Ives, Moretonhampstead, Fishguard, and Bath, and new hotels are contemplated at Looe and Swansea, and at a number of other centres. The programme is dependent on the availability of labour and materials.

**United Steel Companies Limited.**

The preliminary statement of the United Steel Companies Limited for the year ended June 30, 1945, shows that the balance of trading profits, including an estimated E.P.T. refund of £200,000, amounted to £2,254,829, compared with £2,288,675. The obsolescence fund receives £150,000 (same), £1,360,000 (£1,360,000) is reserved for income tax on the year's profits, £190,000 (£180,000) goes to pension schemes, and £55,153 (£53,073) to debenture redemption reserve. The final ordinary dividend is 5½ per cent., again making 8 per cent., less tax, for the year, and the carry forward is £546,220 (£519,304). Since the closing of the accounts the company has replaced its issue of £1,500,000 4½ per cent. notes by an equivalent amount of preference shares carrying a similar rate of dividend.

**L.N.E.R. (Extension of Time) Order.**

—The London & North Eastern Railway Company is applying to the Minister of War Transport for an Order under the Special Enactments (Extension of Time) Act, 1940, extending by three years the time limited by the London & North Eastern Railway (Extension of Time) Order, 1943 (S.R. & O. 1943 No. 1218) for the exercise of the powers conferred on it for the completion of (1) Railway No. 3 in the County Borough of Ipswich authorised by the London & North Eastern Railway (Works) Act, 1930 (section 5); and (2) Deviation Railways Nos. 1 and

2 in the Borough of Wood Green in the County of Middlesex authorised by the Great Northern Railway Act, 1914 (Section 5). A copy of the draft application may be inspected at the office of the Chief Legal Adviser of the company, 4, Cowley Street, Westminster, S.W.1, or obtained therefrom at the price of 6d. Any representations against the grant of this application must be submitted to the Chief Legal Adviser of the company at the address mentioned above not later than December 22.

## Contracts and Tenders

## BRAZILIAN ROLLING STOCK

Recent orders placed in the United States for rolling stock and materials for Federal-owned railways in Brazil include an order for 100 box cars and 164 flat wagons, each with a capacity of 30,000 kg., and 25 diesel-electric locomotives for the Rede Viação Cearense. The cost of the new equipment is to be met from a 20 per cent. surtax on freight rates recently imposed on all Government-owned railways. The equipment of the Rede Viação Cearense at present includes 78 locomotives and 520 wagons of all kinds. Deterioration has taken place principally in locomotives, which range in age from 7 to 60 years. Only 51 of the 78 locomotives are now in service, and only 32 will be used in the future. The remaining 46 are to be sold as scrap as soon as replacements are secured. None of the wagons is being condemned, but 50 are undergoing repair.

## BELGIAN RAILWAY SIGNALLING

We understand that the Belgian National Railways Company has invited United States manufacturers of automatic railway signalling and remote control systems to supply catalogues and other literature. These data are desired in connection with projects for the rehabilitation and modernisation of the Belgian National Railways.

## RAILWAY EQUIPMENT FOR TURKEY

Plans for the purchase of additional American railway equipment have recently been announced by the Turkish Ministry of Communications. A Turkish Railways Purchasing Mission has been in the United States for some months, and has already arranged for the purchase of rails. The proposed purchases are covered in seven groups of specifications, as follow:—

1. Malatia and Konia locomotive workshops—capacity, method of construction, machines, power station.
2. Passenger and goods wagon workshops.
3. Passenger and goods wagon requirements and specifications.

when eligible. Free passage on appointment. Strict medical examination.

Applications, which must be in writing, stating date of birth, full details of qualifications and experience, and name of present employer, also Identity and National Service or other Registration particulars, and quoting reference No. F.A. 160 should be forwarded to the Ministry of Labour and National Service, Appointments Department, 1-6, Tavistock Square, W.C.1.

**Appointment of Architect—Rhodesia Railways Ltd.**

APPLICATIONS are invited from Fellows or Associate Members of the Royal Institute of British Architects for the whole time appointment of Architect at a salary of £1,000 per annum, rising by annual increments of £30 to £1,200 per annum. The successful candidate will be required to reside in Bulawayo, Southern Rhodesia. Intending applicants should apply by post for further particulars and a form of application to the Secretary, Rhodesia Railways Limited, Englemere Hill, Ascot, Berkshire. Canvassing will disqualify.

4. Specifications for various types of locomotives to be purchased in the United States.

5. Specifications for diesel engines for motor lorries and buses.

6. Toboggan-type coal-feeding conveyors.

7. General characteristics of dredge and two barges needed for ports operated by the Turkish State Railways.

Below is a list of orders placed recently by the Egyptian State Railways:—

British Oxygen Co. Ltd.: Spares for oxy-acetylene cutting machine.

Ruston & Hornsby Limited: Engine spares.

Gwynne's Pumps Limited: Engine spares, ball bearings.

D. Mitchell & Co. Ltd.: Centre lathe.

Evershed & Vignoles Limited: Megger tester.

Bairds & Scottish Steel Limited: Hand tools and implements.

Siemens Brothers & Co. Ltd.: Telephone and telegraph material.

Herbert Hunt & Sons Ltd.: Twist drill grinder.

C. C. Wakefield & Co. Ltd.: Locomotive spares.

General Electric Co. Ltd.: Conduits fuse carriers.

Falk Stadelmann & Co. Ltd.: Fuse carriers.

P. & W. Maclellan Limited: Mild-steel bars, etc.

Colvilles Limited: Mild-steel bars, etc.

Morgan Crucible Co. Ltd.: Carbon brushes.

Turner Brothers Asbestos Co. Ltd.: Asbestos packing.

Clyde Crane & Booth Limited: Pinion teeth.

Babcock & Wilcox Limited: Springs.

Vacuum Brake Co. Ltd.: Hose-pipe connections.

Belliss & Morcom Limited: Spindle valves and brass packing for piston rod.

Midland Electric Manufacturing Co. Ltd.: Fuse carriage.

Alfred Herbert Limited: Chisels.

Hoffmann Manufacturing Co. Ltd.: Ball bearing supplementary order.

Sun Electrical Co. Ltd.: Electric materials.

Guest Keen & Nettlefolds Limited: Mild steel.

Le Carbone Limited: Caustic soda cells.

George Spencer Moulton & Co. Ltd.: Rubber fittings.

Dunlop Rubber Co. Ltd.: Rubber fittings.

North British Rubber Co. Ltd.: Rubber fittings.

Avon India Rubber Co. Ltd.: Rubber fittings.

The Ministry of Aircraft Production: Aluminium ingots, etc.

## Forthcoming Meetings

December 17 (Mon.).—The Institution of Transport, Metropolitan Graduate & Student Society, at the Institution of Electrical Engineers, at 6 p.m. "The Transport Policy of the London Passenger Transport Board," by Mr. H. A. Curnow.

## Railway Stock Market

Holiday influences are beginning to affect the volume of business in stock markets, where there was a general disposition earlier in the week to await the Parliamentary debate on the U.S. loan terms. Earlier firmness on the terms of the loan which was most noticeable in iron and steel shares, textiles and other export groups, was not held, and British Funds also turned easier; 2½ per cent. Consols lost part of an earlier rise. It is recognised that there are conflicting opinions as to the loan terms, and the impression at the commencement of the week was that the debate in Parliament might do much to clear the air and emphasise the significance of Anglo-American policy. It is generally agreed that the loan will permit an easing of austerity measures at home, and that from the near term point of view it should make an important contribution to the rebuilding of international trade.

Controversy centres mainly on views of the long-term implications and the degree to which there will be a return to the gold standard. The loan terms will not in any way impede the Government's cheaper money policy. The prevailing view is that there seem reasonable prospects of an upward trend in British Funds continuing after the turn of the year, with 2½ per cent. Consols perhaps reaching par. If this proved the case, the rise in long-dated gilt-edged stocks in all probability would have an important influence on the yield structure of markets generally, stimulating an upward movement in other high-grade stocks, including leading industrial shares. On the other hand, much will depend on political developments. As it is, nationali-

sation uncertainties are continuing to be an unsettling influence; and markets this week have also been affected by indications of continued labour unrest in important industries.

Home railway stocks showed moderate improvement, and there was a firmer tendency not only in junior issues but also in senior preference stocks, and debentures recorded a number of small gains after their steady decline in recent weeks. The belief persists that nationalisation of transport will be so complicated in view of the many interests involved that a considerable time will be necessary before any comprehensive scheme can be agreed, assuming of course that it is to be on a basis of fair compensation. The L.M.S.R. dividend announcement is expected on February 8, that of the Great Western on February 15, and those of the L.N.E.R. and Southern on February 22. It seems not unlikely that the large yield on junior stocks will attract increasing attention in the early part of the New Year, granted that markets generally are not depressed; and there will probably be a revival of talk of possible fractional increases in dividends on L.M.S.R. ordinary and L.N.E.R. second preference, allocations to contingencies reserves can now be cut owing to the end of the war.

Reflecting the better tendency in home rails, Great Western improved to 55½, compared with 54½ a week ago. Great Western 5 per cent. preference rallied ½ to 106½, but the guaranteed stock at 118½ was ½ down, although the 4 per cent. debentures hardened that amount to 105½. L.M.S.R. was ½ better on balance at 27½, with the 1923 preference and senior preference un-

changed at 57 and 77 respectively, and the guaranteed stock maintained at par. L.M.S.R. 4 per cent. debentures were 102½xd.

L.N.E.R. second preference rallied from 27½ to 28½, but the first preference was unchanged at 56; the first guaranteed at 99 and the second guaranteed at 93 were also the same as last week. L.N.E.R. 4 per cent. debentures were 101½xd, against 102 a week ago. Southern deferred participated in the better tendency, being ½ up at 23½; the preferred improved a similar amount to 73½. Southern 5 per cent. preference rallied a point to 106; the 4 per cent. debentures were 104½xd, compared with 102 a week ago. London Transport "A" and "B" stocks remained firm; but the "C" receded further from 61½ to 60, this stock having continued to lose ground following a somewhat ambiguous reply in Parliament to a question whether London Transport would be included in the Government's transport nationalisation plans.

Argentine rail stocks after improving on the statements of Sir Montague Eddy at the Buenos Ayres Great Southern meeting, lost ground on the latest political news from the Republic. Compared with a week ago, Buenos Ayres Great Southern has eased from 11½ to 11½, the 5 per cent. preference was 24½, and the 4 per cent. debentures 64, after improving to 65. Buenos Ayres & Pacific consolidated debentures were 57½. Buenos Ayres Western 4 per cent. debentures 58 and Central Argentine 4 per cent. debentures 56. Elsewhere, United of Havana 1906 debentures strengthened to 16½. Canadian Pacific were strong at 23, attributed to American buying.

### Traffic Table and Stock Prices of Overseas and Foreign Railways

| Railways                    | Miles open | Week ended  | Traffic for week |                                   | No. of Week | Aggregate traffic to date |               |                      | Shares or Stock | Prices       |              |              |       |      |
|-----------------------------|------------|-------------|------------------|-----------------------------------|-------------|---------------------------|---------------|----------------------|-----------------|--------------|--------------|--------------|-------|------|
|                             |            |             | Total this year  | Inc. or dec. compared with 1943/4 |             | Totals                    |               | Increase or decrease |                 | Highest 1944 | Lowest 1944  | Dec. 11 1945 |       |      |
|                             |            |             |                  |                                   |             | 1944/5                    | 1943/4        |                      |                 |              |              |              |       |      |
| South & Central America     |            |             |                  |                                   |             |                           |               |                      |                 |              |              |              |       |      |
| Antofagasta ... ..          | 834        | 2.12.45     | 29,740           | —                                 | 2,090       | 48                        | 1,416,090     | 1,381,670            | +               | 34,420       | Ord. Stk.    | 13½          | 9½    | 10   |
| Arg. N.E. ... ..            | 753        | 1.12.45     | 18,325           | +                                 | 143         | 22                        | 416,806       | 391,056              | +               | 24,850       | Ord. Stk.    | 6½           | 4½    | 6½   |
| Bolivar ... ..              | 174        | Nov., 1945  | 4,706            | —                                 | 91          | 47                        | 53,283        | 58,052               | —               | 4,769        | 6 p.c. Deb.  | 18½          | 7½    | 6½   |
| Brazil ... ..               | 2,771      | 1.12.45     | 148,750          | +                                 | 10,625      | 22                        | 2,816,875     | 2,722,250            | +               | 94,625       | Ord. Stk.    | 7½           | 3½    | 5½   |
| B.A. Pacific ... ..         | 5,080      | 1.12.45     | 218,812          | +                                 | 41,875      | 22                        | 4,227,437     | 3,906,437            | +               | 321,000      | Ord. Stk.    | 14½          | 9½    | 11½  |
| B.A.G.S. ... ..             | 1,924      | 1.12.45     | 78,625           | +                                 | 6,562       | 22                        | 1,580,625     | 1,507,625            | +               | 73,000       | Ord. Stk.    | 13½          | 9½    | 10½  |
| B.A. Western ... ..         | 3,700      | 1.12.45     | 193,219          | +                                 | 22,900      | 22                        | 4,160,644     | 3,862,229            | +               | 298,415      | Ord. Stk.    | 10½          | 6½    | 7½   |
| Cent. Argentine ... ..      | 972        | 1.12.45     | 42,550           | +                                 | 6,138       | 21                        | 786,583       | 696,957              | +               | 89,626       | Dfd.         | 4½           | 3     | 4    |
| Cent. Uruguay ... ..        | 262        | Sept., 1945 | 28,214           | +                                 | 7,228       | 14                        | 91,367        | 265,443              | +               | 36,092       | Ord. Stk.    | 5½           | 4     | 4    |
| Costa Rica ... ..           | 70         | Oct., 1945  | 28,400           | —                                 | 372         | 43                        | 301,535       | 237,415              | +               | 35,720       | Ord. Stk.    | 17½          | 14½   | 15   |
| Dorada ... ..               | 808        | 1.12.45     | 24,912           | +                                 | 3,437       | 22                        | 578,531       | 513,650              | +               | 64,881       | 1 Mt. Deb.   | 101          | 101   | 101½ |
| Entre Rios ... ..           | 1,030      | 1.12.45     | 33,400           | +                                 | 400         | 48                        | 1,224,400     | 1,066,200            | +               | 158,200      | Ord. Stk.    | 6½           | 4½    | 6½   |
| G.W. of Brazil ... ..       | 794        | Sept., 1945 | \$615,723        | +                                 | \$122,464   | 39                        | \$6,867,641   | \$5,799,919          | +               | \$1,067,722  | Ord. Stk.    | 38½          | 23½   | 25½  |
| Inter. Ctl. Amer. ... ..    | 22½        | Nov., 1945  | 6,417            | +                                 | 1,040       | 47                        | 68,797        | 83,595               | —               | 14,798       | Ord. Stk.    | 88           | 79    | 70   |
| La Guaira ... ..            | 1,918      | 1.12.45     | 59,863           | +                                 | 11,388      | 48                        | 2,587,000     | 2,231,668            | +               | 355,332      | 5 p.c. Deb.  | 5½           | 4½    | 4    |
| Leopoldina ... ..           | 483        | 30.11.45    | ps.709,700       | +                                 | ps.69,300   | 21                        | ps.14,019,100 | ps.10,573,300        | +               | ps.3,445,800 | Ord. Stk.    | 4            | 4     | 1½   |
| Mexican ... ..              | 319        | Oct., 1945  | 18,170           | +                                 | 2,475       | 17                        | 73,831        | 67,021               | +               | 6,810        | Ord. Stk.    | 75/10        | 65/10 | 74½  |
| Midland Uruguay ... ..      | 382        | 30.11.45    | 9,464            | +                                 | 1,736       | 47                        | 173,679       | 168,864              | +               | 4,795        | Ord. Sh.     | 79½          | 68    | 78½  |
| Nitrate ... ..              | 113        | Oct., 1945  | 7,124            | —                                 | 1,083       | 19                        | 175,029       | 187,587              | —               | 1,642        | Pr. Li. Stk. | 9            | 10    | 8½   |
| N.W. of Uruguay ... ..      | 274        | 30.11.45    | 54,114           | —                                 | 66,370      | 22                        | 61,311,862    | 61,287,549           | +               | 624,313      | Ord. Stk.    | 57½          | 46    | 52½  |
| Paraguay Cent. ... ..       | 1,059      | Nov., 1945  | 139,346          | +                                 | 11,373      | 21                        | 704,271       | 636,125              | +               | 68,146       | Prf.         | 9            | 10    | 8½   |
| Peru Corp. ... ..           | 100        | Sept., 1945 | c 82,000         | +                                 | c 10,000    | 12                        | c 271,000     | c 247,000            | +               | c 24,000     | Ord. Stk.    | 57½          | 46    | 52½  |
| Salvador ... ..             | 153½       | ...         | ...              | —                                 | ...         | ...                       | ...           | ...                  | —               | ...          | Ord. Sh.     | 21½          | 13½   | 15½  |
| San Paulo ... ..            | 156        | Oct., 1945  | 3,025            | +                                 | 530         | 17                        | 9,690         | 10,735               | —               | 1,045        | Ord. Stk.    | 4            | 2½    | 1½   |
| Talca ... ..                | 1,301      | 1.12.45     | 47,603           | +                                 | 5,776       | 21                        | 967,807       | 1,035,274            | —               | 67,467       | Ord. Stk.    | 4            | 2½    | 1½   |
| United of Havana ... ..     | 73         | Oct., 1945  | 2,274            | +                                 | 790         | 17                        | 7,317         | 5,683                | +               | 1,634        | Ord. Stk.    | 4            | 2½    | 1½   |
| Uruguay Northern ... ..     |            |             |                  |                                   |             |                           |               |                      |                 |              |              |              |       |      |
| Canada                      |            |             |                  |                                   |             |                           |               |                      |                 |              |              |              |       |      |
| Canadian National ... ..    | 23,569     | Oct., 1945  | 7,326,200        | —                                 | 173,000     | 43                        | 72,790,200    | 73,128,800           | —               | 338,600      | Ord. Stk.    | 17½          | 13½   | 23   |
| Canadian Pacific ... ..     | 17,030     | 30.11.45    | 1,590,400        | —                                 | 93,000      | 48                        | 58,217,800    | 58,655,800           | —               | 438,000      | Ord. Stk.    | 17½          | 13½   | 23   |
| Various                     |            |             |                  |                                   |             |                           |               |                      |                 |              |              |              |       |      |
| Barsi Light ... ..          | 202        | Oct., 1945  | 21,412           | —                                 | 3,457       | 29                        | 166,642       | 165,000              | +               | 1,642        | Ord. Stk.    | 129½         | 97½   | 123½ |
| Beira ... ..                | 204        | Sept., 1945 | 73,712           | —                                 | 2,422       | 52                        | 920,575       | 971,166              | —               | 50,591       | Prf. Sh.     | 7½           | 5½    | 9½   |
| Egyptian Delta ... ..       | 607        | 10.11.45    | 24,680           | +                                 | 3,618       | 33                        | 374,935       | 416,539              | —               | 41,604       | B. Deb.      | 63½          | 58    | 66½  |
| Manila ... ..               | 277        | Sept., 1945 | 15,818           | —                                 | 4,876       | 12                        | 45,287        | 60,947               | —               | 15,660       | Inc. Deb.    | 101½         | 99½   | 95½  |
| Mid. of W. Australia ... .. | 1,900      | 29.9.45     | 81,372           | +                                 | 12,896      | 26                        | 1,316,308     | 1,591,450            | —               | 275,142      | Ord. Stk.    | —            | —     | —    |
| Nigeria ... ..              | 2,445      | Sept., 1945 | 517,095          | +                                 | 631         | 52                        | 6,069,664     | 6,439,433            | —               | 369,769      | Ord. Stk.    | —            | —     | —    |
| Rhodesia ... ..             | 13,301     | 20.10.45    | 1,008,806        | +                                 | 61,958      | 29                        | 28,875,927    | 25,435,461           | +               | 3,440,466    | Ord. Stk.    | —            | —     | —    |
| South African ... ..        | 4,774      | Aug., 1945  | 1,250,584        | —                                 | 42,708      | —                         | —             | —                    | —               | —            | Ord. Stk.    | —            | —     | —    |
| Victoria ... ..             | ...        | ...         | ...              | ...                               | ...         | ...                       | ...           | ...                  | ...             | ...          | Ord. Stk.    | —            | —     | —    |

Note. Yields are based on the approximate current price and are within a fraction of ½. Argentine traffic is given in sterling calculated @ 16 pesos to the £.  
† Receipts are calculated @ 1s. 6d. to the rupee.